



2014 Rules

DISCLAIMER:

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

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. *No expressed or implied warranty of safety shall result from such alterations of specifications.* Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

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

Contact Info:

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Championship Series

Sweeney Chevrolet Buick GMC “Weekly Series Championship” (\$5,000 to-win paying 30 positions): Must be a Weekly member to be eligible for points and point fund monies. Drivers can compete at any RUSH-sanctioned event and accumulate points from April through September. Drivers best 15 point scores will be utilized (two per week Monday through Sunday).

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

Sweeney Chevrolet Buick GMC “Touring Series” (\$5,000 to-win paying 15 positions): Must be a Touring member to be eligible for points and point fund monies. Points accumulated at each Tour event during the season will accumulate to both Driver and Owner points. (Please see Touring Series Rules & Procedures for more info.) Note: Point series such as Speedweek, Bill Emig Memorial “Wild Card Weekend”, etc. will be additional and will have its own point procedures and point fund payouts.

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

Championship Weekend: A season ending championship event has been scheduled at Roaring Knob on October 18-19 that will include a separate non-winners event. More details will be announced.

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.

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

Awards Banquet/Point Funds/Tie-Breakers: A RUSH Racing Series Awards Banquet will be held at the conclusion of the season. 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 any of the above championships, tiebreaker will be determined by the driver with the most wins (high point scores for Weekly & Chase) followed by most second place finishes, etc. until the tie is broken. If a tie happens in any other position, the tie will remain with point fund monies added up between the tied positions and split equally.

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

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

TECHNICAL RULES & REGULATIONS

ENGINE:

1. GM PART NUMBER 88958602 & GM PART NUMBER 88958604.
2. THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH SPECIAL TWIST OFF BOLT HEADS ORIGINALLY FROM GM, CRATE USA AND FASTRAK SEALS ALLOWED. (Note: RUSH seals permitted on GM 602s). **NO RM BOLTS.** FOR ANY OTHER SEALING SYSTEM, CONTACT RUSH FOR APPROVAL. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.
3. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH; ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH ANY RUSH AND CRATE RACIN' USA SANCTIONED EVENT FOR THE REMAINDER OF SEASON AND FUTURE SEASONS.
4. NO CHANGES ARE ALLOWED TO THE ENGINE - INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER OR ANY OTHER PART / OR PARTS ON / OR IN ENGINE.

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

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

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

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

6. NO VACUUM PUMPS.
7. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.
8. ENGINE'S GM SERIAL NUMBER AND WHEN APPLICABLE CRATE USA BUILD CERTIFICATION NUMBER, MUST BE CLEARLY VISIBLE TO SERIES TECHNICAL INSPECTORS.
9. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL RESULT IN THE DRIVER AND/OR OWNER BEING DISQUALIFIED FROM THAT EVENT (LOSS OF POINTS & MONEY), LOSS OF ALL SERIES POINTS TO DATE, SUSPENDED FROM SERIES COMPETITION FOR 365 DAYS, AND PAY A \$1,000 FINE. AFTER THAT PERIOD, THE DRIVER CAN ONLY COMPETE IN SERIES EVENTS WITH AN ENGINE EQUIPPED WITH ORIGINAL FACTORY GM SEALING BOLTS, OR CRATE USA SEALS FROM AN AUTHORIZED REBUILDER APPROVED AND, AUTHORIZED BY CRATE RACIN USA OFFICIALS. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION, ALL DECISIONS ARE FINAL.
10. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS OUTSIDE THE SEALING BOLTS OF THE ENGINE WILL RESULT IN THE DRIVER BEING DISQUALIFIED FROM THAT EVENT. DRIVER AND/OR OWNER COULD BE SUSPENDED FROM SERIES COMPETITION FOR UP TO BUT NOT MORE THAN 30 DAYS, AND FINED UP TO BUT NOT MORE THAN \$500.00, AT SERIES OFFICIALS DISCRETION. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION, ALL DECISIONS ARE FINAL.

ENGINE SETBACK:

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

CARBURETOR:

1. One four-barrel carburetor only. The 604 and 602 Chevrolet Performance Circle Track engines perform best with a quality 650 CFM Carburetor. Any 750 CFM or smaller carburetor allowed; must have 1 11/16" base plate maximum.

2. ENGINE MUST BE NATURALLY ASPIRATED.
3. **604** - MAY USE ONE CARBURETOR SPACER (1 INCH-ONE PIECE WITH .040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK), ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR.
4. **602** - MAY USE ONE CARBURETOR SPACER (2 INCH-ONE PIECE WITH .040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK), ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR

DISTRIBUTOR:

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

STARTER:

1. ALL CARS MUST HAVE STARTER IN WORKING ORDER.

WATER PUMP:

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

EXHAUST:

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

FUEL/FUEL CELL/FUEL PUMP:

1. AN APPROVED FUEL CELL (32-GALLON MAXIMUM) MUST BE SECURELY MOUNTED IN THE TRUNK AREA OF THE CAR, INSIDE A .20 GAUGE METAL BOX SUPPORTED BY A MINIMUM OF TWO 2" BY 1/8" STEEL STRAPS.
2. ALL FUEL CELLS MUST BE COMPLETELY VISIBLE FROM REAR OF CAR.
3. Gasoline or racing gas only. E-85, Ethanol is legal and can be checked for content (see #4 for specifics). **NO** methanol, **NO** alcohol, **NO** nitrous oxide, **NO** propylene oxide or chemical additives. Gasoline must have a specific gravity of less than .750. Any fuel with a specific gravity of .750 or greater will be disqualified.
4. E-85 fuel is allowed. Fuel must check 85% Ethanol with a 5% maximum variance (maximum 90% Ethanol). Season blends at the pump vary greatly for street cars. For best performance and the fewest problems, make sure E-85 meets this spec. It is your responsibility to know what you're putting in your fuel tank. E-85 testers are readily available and easy to use to insure you're within the rules. E-85 fuel testers can be purchased from your local race parts distributor. Quick Fuel and Willy's have very affordable testers ranging from \$16-25.

E-85 must remain a natural, clear color; any sample taken of any other color will be tested as gas.

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

5. It is the racers' responsibility to know what he or she is putting in the fuel cell. Series reserves the right to check fuel anytime.
6. MECHANICAL FUEL PUMP ONLY, CAM DRIVEN OR BELT DRIVEN, NO ELECTRIC FUEL PUMPS.

ENGINE PROTESTS:

1. The protest fee for a complete teardown of an engine that finishes the A main in the top five is \$900, and must be made by a driver/owner that finishes in the top five. \$250 of protest fee will go to Series or Track and the remaining \$650 will go to the winner of the protest.
2. Protest and fee in cash must be made to a RUSH Tech Inspector, Race Director, or Track Tech Inspector within 10 minutes of the completion of the feature. Protest cannot be withdrawn once it has been declared.
3. At any time an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed and impounded by Series/Track right then. Protested engine will be tagged by RUSH Official to insure that it has not been tampered with and it is the same engine. Any refusal at this point for any reason will result in disqualification and deal with accordingly.
4. If protested car is to race additional nights in a given weekend, engine will be tagged by RUSH or Track Official.
5. Any RUSH-sanctioned race track and/or RUSH Series Director(s) are authorized to call for an engine inspection or tear down. Tear down and inspection will be performed by RUSH Tech/Competition Director. If this happens, Track/Series will remove engine at race track and impound until inspection day can be arranged for all parties involved.
6. At this time, the feature finish will be frozen until inspection is complete. If at that time any competitor chooses to accept their pay before teching is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly.
7. Failure and/or refusal to tear down an engine and/or for your race car to be inspected by Series at any time will result in a 365-day suspension and fine of a determined amount by Series Officials.
8. Inspection location will most likely be at RUSH office/garage located at 4368 Route 422, Pulaski, PA 16143. Although other inspection locations could be selected. There will be no dispute over RUSH Official's choice of location.
9. Only 3 people from protested car (preferably car owner, driver, and crew member) and 1 person designated from the team protesting will be allowed in the tech area during a protest. Protestor must be present during the entire teching procedure. Protestor and protested car owner and/or driver along with their protested sealed parts/engine must be present at designated time and place determined by RUSH Official.
10. See Appeals Process below.

BODY (see attached body diagram):

1. CRATE RACIN' USA BODY RULES WILL APPLY. NO RAISED OR GURNEY LIPS OF ANY TYPE ALLOWED ON BODY. NO TUNNELLING OF ANY TYPE ALLOWED UNDERNEATH BODY, ALONG FRAME, OR AROUND FUEL CELL AREA. A STONE SHIELD FOR REMOTE OIL FILTER OR TRANSMISSION IS ALLOWED, 24" X 24" MAXIMUM LOCATED NEAR REAR ENGINE PLATE. (See illustrations at the end of this Rulebook for further body specifications).
2. 8" spoiler rule (see body diagram for more details).

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

FRAME:

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

WHEELBASE:

1. Minimum wheelbase will be 102".

ROLL CAGE:

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

SAFETY:

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

1. ALL CARS MUST HAVE 3" SEAT BELTS WITH SHOULDER HARNESS AND MUST BE ATTACHED TO ROLL CAGE. 3 YRS MAXIMUM AGE STRONGLY RECOMMENDED.
2. It is highly recommended all cars be equipped with either a 2-lb ABC fire extinguisher or a 5-lb. Halon System.
3. Hans, Hutchens, and/or similar safety restraint are *highly recommended*.
4. ALL DRIVERS MUST WEAR A COMPLETE FIRE SUIT.
5. GLOVES ARE NOT REQUIRED, BUT HIGHLY RECOMMENDED.

TRANSMISSION:

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

REAR ENDS:

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

BRAKES:

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

WHEELS:

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

TIRES:

1. HOOSIER D21 AND D55 STAMPED CRATE RACIN' USA AND SHOULDER PLATED TIRES WILL BE DUROMETERED AND CRATE RACIN' USA D21 MUST PUNCH 48 OR HARDER WHEN CHECKED COLD, AND CRATE RACIN' USA D55 MUST PUNCH 60 OR HARDER WHEN CHECKED COLD. Altering tires by any means is strictly prohibited including grooving, siping, needling or treating! (A burn-off period for grooved and siped tires will be announced for the start of the 2014 season.)
2. Series may take physical samples and/or use the "Sniffer" to insure that no competitor has employed any chemicals to alter the performance of his or her tires. At the sole discretion of race officials, any competitor may have his or her tires tested with the "Sniffer" for both internal and external introduction of chemicals or be required to allow samples to be taken for later submission to an independent laboratory, or both. Tire samples not conforming to manufacturer's submitted factory benchmark will be deemed illegal.
3. 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 UP TO \$1,000 PER TIRE, AND COULD BE SUSPENDED AT SERIES OFFICIALS DISCRETION. DRIVER AND OR CAR OWNER WILL BE NOTIFIED IN WRITING OF DECISION, **ALL DECISIONS ARE FINAL.**
4. IT IS THE DRIVERS RESPONSIBILITY TO KNOW WHAT IS ON THEIR RACE CAR AT ALL TIMES. ANY USED WHEELS OR TIRES THAT MAY BE SUSPECT BY THE DRIVER SHOULD NOT BE USED. THE DRIVER OR A CREW MEMBER MAY BE IN TECH AREA TO VIEW WHAT IS BEING TESTED, BUT **WILL NOT** BE ALLOWED TO VIEW "THE SNIFFER" READINGS. THAT INFORMATION IS THE SOLE PROPERTY OF CRATE RACIN' USA/RUSH, AND DRIVERS WILL BE NOTIFIED SIMPLY IF THEY PASS OR FAIL.

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

ANY TIRE THOUGHT TO BE PHYSICALLY DEFACED OR ALTERED WILL BE CONFISCATED. WHILE TIRE IS IN QUESTION ALL MONEY, AND POINTS FOR THAT DRIVER WILL BE HELD UNTIL A RULING IS MADE FINAL. ANY TIRE DEEMED TO HAVE BEEN PHYSICALLY DEFACED OR ALTERED WILL RESULT IN THE DRIVER BEING SUSPENDED FOR A PERIOD OF A MINIMUM 0 DAYS TO A MAXIMUM 365 DAYS AND MAY BE FINED A MINIMUM OF \$0 TO A MAXIMUM OF \$1,000, BEFORE BECOMING ELIGIBLE TO COMPETE WITH RUSH AND CRATE RACIN' USA AGAIN. FINES AND PENALTIES WILL BE AT SERIES OFFICIALS DISCRETION.

WEIGHT:

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

EXOTIC MATERIALS:

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

LEGALITY OF PARTS:

If RUSH or Track Tech Inspector is unsure of the legality of a part, said part will be sent to GM or to RUSH Office for inspection. At this time, the feature finish will be frozen until legality of said part is determined. If at that time any competitor chooses to accept their pay before teching is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly. **ALL ILLEGAL PARTS WILL BE CONFISCATED & DESTROYED!**

APPEALS PROCESS:

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

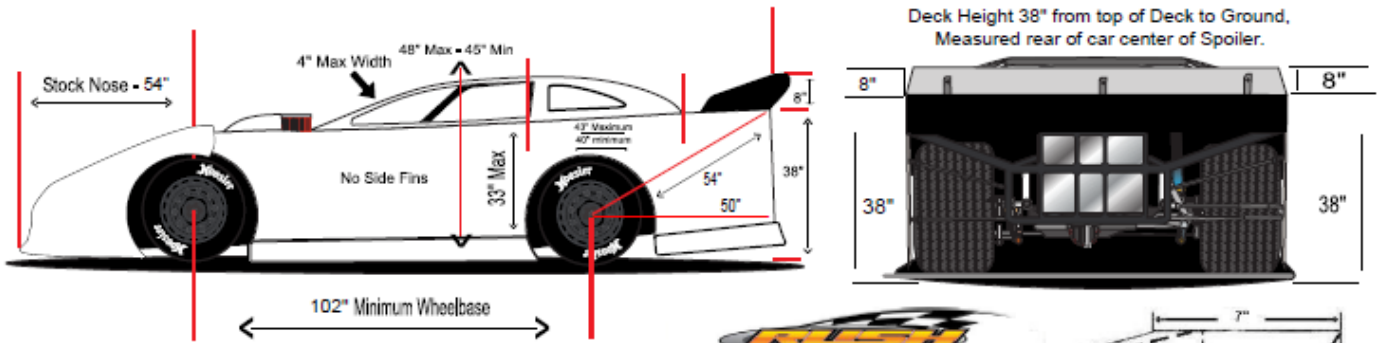
Drivers and Car Owners has the opportunity to appeal his or her sanction and must do so in writing accompanied by any relevant documentation. Appeal must be in writing the night of the protest to the Track if at a Weekly event or to Series if at a Touring event. In either case, a copy of the e-mail also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

RUSH will then set a date and time for the hearing at the business office located at the address of 4368 Route 422, Pulaski, PA 16143. The violator will present his case to the RUSH Racing Series.

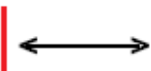
Following the appeal hearing with the violator, RUSH will conduct further follow-ups, meetings, hearings, etc. with any other necessary party. Judgment then will be rendered to the violator by a certified letter, return receipt.

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

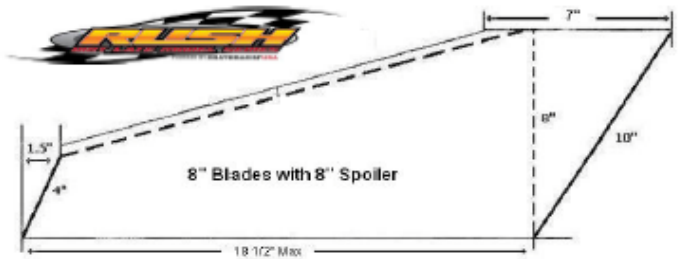
All body components 4" Min. above ground.
All body measurements are maximum unless otherwise specified.



15" Min.
17" Max



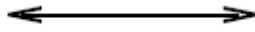
*Rush Dirt Late Model Series
Spoiler Support Dimensions*



2" Min. spacing

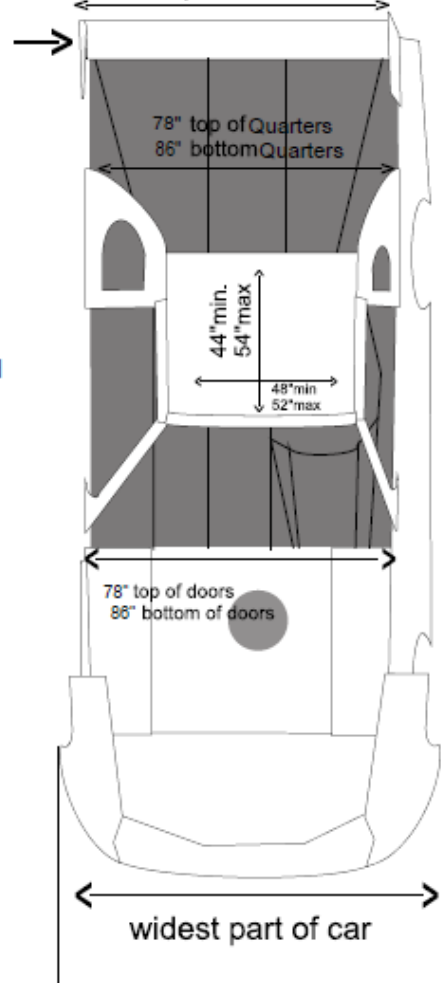
All specifications here are measurements above the deck. Be sure to allow 1" = 1 1/2" along lower edge to break for mounting purposes. Bottom corner of spoiler support should not extend past rear corner of deck.

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.

72" spoiler



Roof Supports

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

