2017 Asphalt 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 results 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:

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 (phone) 724-964-0604 (fax)
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.rushasphaltseries.com
Like us on Facebook at www.facebook.com/rushasphaltseries
Follow us on Twitter @RUSHAsphalt
MUST COMPETE WITH A GM CRATE ENGINE TO BE ELIGIBLE FOR ALL FUTURE RUSH CHAMPIONSHIP POINT FUND PROGRAMS AND CONTINGENCY GIVEAWAYS. All event procedural rules and regulations will fall under individual track rules.

Note: 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/CONTINGENCIES:

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.

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. Also, all contingency prizes will be awarded to the car owner of record. 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) 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.

CONDUCT:

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

2. While we recognize your right to express opinions, good or bad, on social media, drivers and crew members should be advised that threats against officials, other drivers or crew members will not be tolerated. Any action by a driver or crew which appears to be the execution of a threat will result in penalties via suspensions and/or fines against the driver and/or car owner. The driver or car owner will be held responsible for the actions or members of his or her crew.

3. Any driver/owner that disparages RUSH in any publication (including messages boards, social media, etc.) may be suspended for a minimum of one event and/or fined.

4. All drivers must arrive at Series races in a timely manner so that they may participate in the entirety of the racing event.

5. No driver will be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances. If a driver is found to be participating in such a manner, an immediate suspension will be invoked.

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

7. The use of any signaling lights, devices or apparatus by crew members is not permitted. Violations may cause the driver to be disqualified from the race or the night.

ENVIRONMENTAL WARNING:

1. Any driver 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

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

ENGINE:

1. GM part number 19318604 or 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. In the event of a repair or rebuild only a RUSH authorized rebuilder facility may install permitted RUSH seal tags on engine. The engines must not be altered, modified, or changed from factory specs.

3. Engines "must” be sealed in all of the above stated locations with either the "original" GM twist off bolt heads, RUSH seal tags, or a combination of the "original" GM twist off bolts and/or RUSH seal tags.

4. 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 sanctioned event for the remainder of the season and future seasons.

5. 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.

6. 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.
A) After much research RUSH 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.

<table>
<thead>
<tr>
<th>Description</th>
<th>88958602</th>
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<tr>
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<tr>
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<td>1.780&quot;</td>
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<tr>
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<td>110 lbs.</td>
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<tr>
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<td>1.300&quot;</td>
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<tr>
<td>Open Pressure (+/- 10 lbs)</td>
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<td>1.21&quot;</td>
<td>1.21&quot;</td>
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<tr>
<td>Wire Diameter</td>
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<td>.178&quot;</td>
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</table>

7. New Beehive (blue) Valve Springs:

8. No vacuum pumps.

9. 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.

10. Engine’s GM serial number and when applicable RUSH build certification number must be clearly visible to Series’ or track technical inspectors.

11. RUSH Racing Series Officials reserve the right to inspect, exchange and/or confiscate any GM Crate engine, or other specified component. Refusal to surrender an engine or other part for inspection, exchange or confiscation, will cause the Driver and Car Owner to be suspended for one year, from competition in any division at any RUSH-sanctioned event, and to lose all points and money for the race at which the infraction occurs, as well as all points
earned to date. Driver and/or car owner will also be fined in the amount of $1,000.00, which fine must be paid in full before the Driver and/or Car Owner can compete in any RUSH sanctioned event.

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

After the suspension period, the driver and/or car owner can only compete in Series events with an engine equipped with original factory GM sealing bolts or RUSH seals from an authorized rebuilder approved and authorized by RUSH Series Officials. Driver and/or car owner will be notified in writing of Series’ decision. All decisions are final.

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

13. Any violation of the engine rules and/or factory specs "outside the sealing bolts" of the engine will result in the driver and car being disqualified from that event (loss of points and money). At the Series discretion, driver and/or owner may be suspended up to 30 days and fined up to $500. Driver and/or owner will be notified in writing of Series’ decision. All decisions are final.

**Ford Option: Ford #347-SR & Ford McGunegill 425LM** *(Note: Ford McGunegill 425LM will not be permitted in competition effective 1/1/18)*

Ford crate engine will be subject to all RUSH tech procedures, but engine tech will be administered by Speedway officials. Fines and/or penalties relating to Ford crate engine and custom built engine rule infractions will be levied by Speedway officials, and will be identical to those levied by RUSH on GM crate engine infractions. Note: Ford must complete verification below.

**VERIFICATION PROCESS**

- "All" GM crate engines competitors that competed one year prior to speedway becoming RUSH sanctioned must have their engine verified for legality and properly sealed by a RUSH Authorized Rebuilder before being permitted to compete. Only RUSH seal tags permitted.

- GM "original" sealed crate engines that competed at speedway one year prior, along with any "new" GM original sealed crate engines that will be purchased by previous year speedway competitors must have two RUSH secondary seals installed by a RUSH Authorized Rebuilder before competing.

  The RUSH secondary seals will be placed as follows: Seal #1; from right rear of right intake manifold bolt to right rear of right cylinder head; Seal #2, from right front of oil pan to second and third bolt of right side oil pan rail under fuel pump boss.

- Upon completion of the verification process of previous year’s (2016) speedway competitors engine teching will be implemented under normal RUSH technical procedures.

- Ford crate engine (Ford #347-SR & Ford McGunegill 425LM) competitors will be required to complete the same verification process as GM crate engine competitors with the exception that the Ford crate engines may only be verified by Ingram Racing Engines and Jennerstown Engine Technologies. These engines will be sealed with a Ingram Engines and/or a Jennerstown Engine Technologies secondary seal.

- Ford engine competitors will be subject to all RUSH tech procedures, but engine tech will be administered by Jennerstown Speedway officials. Fines and/or penalties relating to Ford engine rule infractions will be levied by Jennerstown officials, and will be identical to those levied by RUSH on GM crate engine infractions.
ENGINE SETBACK:

Engine setback will be 4" from the center of top ball joint to the #1 spark plug.

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. Tear down and inspection will be performed by RUSH Tech/Competition Director. If this happens, Track/Series will remove engine at race track and impound until inspection day can be arranged for all parties involved. (See paragraph number five 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 $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.

3. 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.

4. At any time an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed and impounded by Series/Track right then. Protested engine will be tagged by RUSH Official to insure that it has not been tampered with and it is the same engine. Any refusal at this point for any reason will result in disqualification, $1,000 fine, and 365-day suspension from all RUSH-sanctioned Series competition.

5. 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.

6. At this time, the feature finish will be frozen until inspection is complete. If at that time any competitor chooses to accept their pay before teching is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly.

7. Failure and/or refusal to tear down an engine and/or for your race car to be inspected by Series at any time will result in a 365-day suspension from all RUSH-sanctioned Series competition, and $1,000 fine.

8. Inspection location will most likely be at RUSH office/garage located at 4368 Route 422, Pulaski, PA 16143. Although other inspection locations could be selected. There will be no dispute over RUSH Official’s choice of location.

9. Only 3 people from protested car (preferably car owner, driver, and crew member) and 1 person designated from the team protesting will be allowed in the tech area during a protest. Protestor must be present during the entire teching procedure. Protestor and protested car owner and/or driver along with their protested sealed parts/engine must be present at designated time and place determined by RUSH Official.

10. Note: All removed original GM Bolts and/or RUSH Seals must be returned immediately to the RUSH Office.
11. Engine infractions "within the bolts" results in a $1,000 fine, 365-day suspension from all RUSH-sanctioned Series competition, and loss of all points to date for both driver and car owner (if different from driver). Additional fines may be assessed if protested or selected engine for teardown was permitted to compete in consecutive events (see paragraphs numbered four and five).

12. See Appeals Process below.

13. In the event that the series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Series" will provide a full GM gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassembly.

**CARBURETOR:**

1. Holley 650 HP #4150-80541, Holley 650 HP #4150-80541-1, or Holley 650 HP #4150-80541-2 carburetors permitted. Must be gauge legal.

2. Carburetors must have 1 11/16" base plate maximum; Carburetor venturi size 1.248-1.252.

3. All carburetors in competition must retain conventional style floats along with needles and seats. Maximum allowed fuel pressure is 12 psi.

4. Engine must be naturally aspirated.

5. 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 to carburetor. Carburetor spacer may not protrude down into intake manifold.

6. Pipe plugs must remain in manifold heat crossover port.

*The Ford #347-SR and McGunegill 425LM engines "may not" utilize a carburetor spacer*

**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. The Ford #347-SR and McGunegill 425LM crate engines cars "MUST" be fitted with only one (1) unaltered approved MSD RPM (rev) limiting box, part number 6426CT and "MUST" be set at 6,400 RPM.

3. The box must remain operable and working condition, prior to, during and after all racing events

4. The ignition amplifier box ("rev box") and coil must be mounted in clear view without removing the hood; out of the driver's reach for ease of inspection. The black wire must be grounded to the motor.

5. **PENALTIES:** If rev limiter box is found to be not set at specified RPM, driver and car will be disqualified for the night's events and both driver and car owner will be suspended for the next completed RUSH Asphalt Late Model event.

**BATTERY/STARTER:**

1. Maximum one 16-volt battery. No lithium batteries.

2. Batteries must be securely fastened outside driver's compartment.
3. All cars must have a starter in working order.

4. A clearly marked main electrical cut off switch mounted in the driver’s compartment must be clearly marked and easily accessible to driver and safety crews

**WATER PUMP:**

1. Cast or aluminum permitted.

2. No electric water pump. Electric fans permitted.

**EXHAUST:**

1. Exhaust must exit right side of car.

**FUEL CELL/FUEL PUMP:**

1. All cars must have a 22-gallon maximum fuel cell consisting of a rubberized bladder with a fill plate that meets or exceeds FT3 specifications housed in a minimum 22 gauge steel container. The entire container must be visible for ease of inspection.

2. The fuel cell must be mounted with a minimum of two (2) .125”-inch thick steel straps. The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 7/6”-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.

3. The fuel cell must be mounted behind the rear axle assembly between the rear tires and be a minimum of 8 inches above the ground.

4. A 1/8” minimum steel or aluminum plate must be mounted between the fuel cell and the rear axle assembly.

5. At the rear of the fuel cell a protector bar must extend straight downward from the rear frame member to the bottom of the fuel cell.

6. The fuel pick up must be positioned on the top or right side of the fuel cell and be constructed of steel. The fuel pick up must have a check valve.

7. For the purpose of inspection, the drive and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.

8. Mechanical fuel pumps only; must be in stock location. Fuel must be delivered through fuel system from the fuel cell to the mechanical fuel pump. Regulators permitted. Return line, and/or any other type of volume and/or pressure altering devices will be permitted.

**FUEL:** **There will be a two-race burn-off period of 2016 legal fuels**

1. Only Sunoco Racing Fuel - Standard (commonly referred to as 110 and/or purple) or RUSH ‘91’ will be the specified fuels permitted for competition in RUSH Racing Series sanctioned events. Additives and/or blending of any type including; methanol, alcohol, nitrous oxide, propylene oxide, nitromethane or other performance enhancing chemical additives will not be permitted. NO mixing of the Sunoco 110 & 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.**
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.

**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.

ALL DECISIONS ARE FINAL.

**GENERAL CAR INSPECTION:**

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

**Eligible Cars and Bodies**

- All competing cars will conform to the current A-B-C Body Rules and guidelines unless otherwise specified herein. Refer to A-B-C Rulebook and guidelines for details.

- Also, no panels will be allowed to extend above the top edge of the doors. No under car panning outside of frame rails and no further than driver’s box front or rear. Any holes in body not being used must be covered and remain so during the race event. Air deflectors of any type will not be permitted.

- Rub rails are not permitted.

- If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door. Maximum inch gap around exhaust pipe. Exhaust pipe must not protrude through the door.

- At all times the A-B-C-A measurement must maintain a minimum length of 11.5 inches. Also, 20 inches is the minimum length allowed for the nose, measured from the bottom leading edge at the center up to the hood seam.

- The air box between the nose and the radiator may have no pieces wider than the radiator. No types of under-body air deflectors are allowed. Air may not be blown or forced onto the tire or bead, air may only be directed to the brake rotors.

- Maximum tread width, front or rear, is 76 inches, measured from bead flange to bead flange of wheel, or 66 inches as measured by the referee. Track width will be measured at hub height.

**Frame & Roll Cage:**

- All frame and cage assemblies must be constructed of metallic steel. The main frame assembly extends from in front of the front suspension through and to behind the rear suspension assembly and must be constructed
of minimum 10-inch OD rectangular steel tubing. The main cage assembly must be constructed of minimum 1 OD by min .090 wall steel tubing. All frame and cage assemblies must be professionally welded together as to provide a safe race car design.

- Driver’s side door bar basket must be covered with a minimum .065 thick steel plate no less than 12-inches high and running horizontally from the front down post to the rear post. Plate must run from the top door bar downward and be fastened with a minimum of six inch bolts or be stitch welded to the basket.

WEIGHT:

1. GM crate engine #19318604 or 88958604: 2700 lbs.
3. RUSH Bilstein Bandit Participants: 2625 lbs. (GM) or 2775 lbs. (Ford)
4. Maximum left side weight is 58%.
5. Cars will be weighed with driver and all safety equipment prior to qualifying or feature race event.
6. All ballast weight must be in the form of lead only, 10# blocks, painted white with car number displayed. Attached ballast weight must be securely bolted to frame with 2 1/2” or larger bolts. No ballast weight permitted in driver's compartment.
7. Penalty for losing weight on race track is disqualification from the event.

SUSPENSION:

1. No fifth coil or lift bar type suspensions will be permitted. No birdcage of any kind (3 or 4 link). Rear trailing arms must mount to a non-moveable rear axle bracket with a heim-end. Rear axle housing bracket must be fastened solid to the axle housing in such a fashion as to not allow it to move in any manner.
2. No driver suspension adjustments permitted. Brake bias driver adjustments ONLY.
3. Coil springs and spindles must be of steel construction.

STACKED SPRINGS:

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

SHOCKS: (Standard Shock Rule)

Only one shock per wheel permitted. Shocks must be only mechanical in nature and no part of the shock or the suspension may use electricity or any type of computerization. “Thru rod” style shocks are NOT permitted. 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.

RUSH Bilstein Bandit Shock Package "Option"

RUSH/Bilstein package consist of eight (8) shocks with the following part numbers: RUSH RF 12-2 or CRUSA RF 12-2, RUSH RF 9-3 or CRUSA RF 9-3, RUSH RF 7-3, RUSH 16-2, RUSH LF 2.5-2.5 or CRUSA LF 2.5-2.5, RUSH 4-3, RUSH 5-2, RUSH 6-1.5 (Note: Shocks are sold individually).

Bilstein Bandit Shocks can be purchased at Precise Racing Products, Sarver, PA (724) 360-8000; ask for Brett Neupert for ordering. For specific technical info contact Bilstein Representative Jim Hiland (704) 907-4167
Only RUSH Bilstein Bandit Late Model Series shocks by Bilstein or CR USA shocks by Bilstein may be used in competition to be permitted to compete at the designated Bilstein Bandit weight of 2625 (GM) or 2725 (Ford). It is the driver's responsibility to notify Officials that he/she is competing with the RUSH Bilstein Bandits Shock package in order to receive weight break.

Cars must be equipped with RUSH Bilstein Bandits on all four corners; one shock, per wheel permitted to receive weight break. Cars found with non-RUSH Bilstein Bandits Shocks must weigh under standard shock rule weight or will be disqualified from the event.

Note: Participants must display a Bilstein Bandits Weight sticker on both sides of car near rear window area.

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

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

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

**WHEELS:**

Steel wheels with a maximum bead width of 10” ONLY. Bleeders or anything that attempts to reduce air during the event is prohibited.

**TIRES:**

Note: Tires brand and compounds are based on individual speedway's selections; however tire rules from that point will be under the RUSH sanction.

**Jennerstown:**

- McCreary Speed: 27.0 JMRW4 (rights) & 26.5 JMRWJ (lefts)

**WARNING:** RUSH, and specified required tire manufacturers strictly forbids any chemical alteration of the tire carcass and/or tread compound such as tire soaking or use of tread "softener". RUSH and specified tire manufacturers 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.

1. Series may take physical samples and/or use the “Sniffer” to insure that no competitor has employed any chemicals to alter the performance of his or her tires. At the sole discretion of race officials, any competitor may have his or her tires tested with the “Sniffer” for both internal and external introduction of chemicals or be required to allow samples to be taken for later submission to an independent laboratory, or both. Three samples will be
taken per selected tire; samples will be taken by RUSH or Track Official. Each sample from selected tire will be indentified 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.

2. 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.

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 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. 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.

TRANSMISSION/DRIVELINE AND DRIVELINE COMPONENTS:

1. 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. Ballspline transmissions are strongly recommended to run carbon fiber driveshafts only! (This is for your safety.)

5. Driveline U-Joint scatter shields are highly recommended.
**BRAKES:**

1. The car must be equipped with fully functioning four-wheel hydraulic disc brakes.

2. Steel brake rotors only; no carbon fiber, titanium, or other exotic material brake systems.

3. Brake fluid circulators permitted. Liquid or gas cooling is prohibited.

**EXOTIC MATERIALS:** Effective January 1, 2018 "No" exotic materials will be permitted, which includes titanium, tungsten and/or carbon fiber with the exception of carbon fiber driveshafts, which are legal for safety purposes. NOTE: Tungsten is NOT permitted in 2017.

**TRACTION CONTROL 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, dial a chip controls/other than those mandated, 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.

4. A competitor found with any of the above mentioned will lose the complete device permanently and will lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.

5. GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason.

**RADIO S & MIRRORS:** Permitted

**PERSONAL SAFETY EQUIPMENT:**

**General**

1. Each competitor is solely responsible of for the effectiveness and proper installation, per the manufacturer’s specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

2. RUSH Rules regarding safety equipment are the minimum and you will not be permitted to compete if your safety equipment does not meet the RUSH rules. Many tracks and or states require additional safety equipment not mandated by RUSH. Be sure to familiarize yourself with the requirements of each track. RUSH-sanctioned tracks and/or any track hosting a RUSH event will be required to enforce the RUSH safety rules completely without exception.

3. Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer). Seat belt restraint systems shall be installed and used in accordance with manufacturer’s instructions. In any type of manufacturer’s installation the fasteners should be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.

4. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.
5. Rolled and/or deburred and/or flanged edges or anywhere seat belt webbing passes through and may come in contact with abrasive edges are recommended.

**Protective Clothing**

1. All drivers will be required to wear a fire resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.

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

**Seats**

1. Aluminum and/or carbon fiber-type composite seats only will be permitted. If a carbon fiber-type composite seat is used it must meet the SFI 39.2 ratings. Aluminum seats with an FIA and/or SFI 39.2 rating are recommended. All seats must be mounted to the frame as required by the seat and chassis manufacturer. Full containment seat(s) and/or aftermarket bolt on head restraints are recommended.

2. All areas surrounding the head should have padding.

3. A right side head restraint net and/or support is recommended. All head restraint nets should be equipped with quick release mechanisms.

**Helmets**

1. All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.

2. It is recommended that helmets should be fitted with the Eject™ helmet removal system.

3. Head and Neck restraints are strongly recommended. The head and neck restraint system must be mounted and connected to the helmet per the helmet manufacturer and head and neck manufacturer instructions.

   Note: Jennerstown Speedway mandates a SFI Approved head and neck restraint system. Head and neck restraints 2650 must be working at "ALL" times while on the speedway.

4. Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

**Fire Suppression System & Extinguisher**

All cars are "required" to have at a fully functional fire suppression system; NO TOLERANCE; at a minimum a working fire extinguisher mounted in the drivers compartment within easy reach of the driver. It is highly recommended that cars be equipped with either a 2-lb ABC fire extinguisher of a 5-lb. Halon system.

It is highly recommended that all teams have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. It is highly recommended the fire extinguisher be a minimum of 20lbs. and is recommended to be FFF type chemical and/or Dupont FE-36 and/or equivalent.

**Other Safety Requirements**

1. Sharp and/or protruding edges in and around the cockpit will not be permitted.

2. Full lexan windshields are required.

3. Driver’s side window nets with a latch-style release in the upper left corner are required. The bottom of the net must fasten to the chassis structure and must fit as tight as possible.

4. All cage and chassis structure within the driver's compartment "must" be adequately padded with SFI approved roll bar padding. Knee & steering pads highly recommended.
FINES, PENALTIES, SUSPENSIONS & APPEALS

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.

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

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, the feature finish will be frozen until legality of said part is determined. If at that time any competitor chooses to accept their pay before teching is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly. ALL ILLEGAL PARTS WILL BE CONFISCATED & DESTROYED! Not allowing confiscating of parts is considered "cheating within the bolts" and said penalties will be imposed.

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

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

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

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

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

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