



2016 Pro Mod 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:

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).
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Pro-Mod Championship Series

“Weekly Series Championship”: 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. Drivers best 12 point scores will be utilized.

Weekly Series Point Fund (\$15,050): 1. \$3,500 2. \$2,000 3. \$1,200 4. \$1,000 5. \$900 6. \$800 7. \$700 8. \$600 9. \$500 10. \$400 11. \$390 12. \$380 13. \$370 14. \$360 15. \$350 16. \$340 17. \$330 18. \$320 19. \$310 20. \$300

“Futures Cup” (\$300 to-win, \$200 for second, \$100 for third): 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 E-Mod, Econo Mod or Crate Late Model experience (8 or more events = 1 season). No headlining division experience permitted. Those under 16 should verify eligibility to race at each individual track. Points are based off Weekly Series Championship plus the addition of possible stand-alone TBA event(s).

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

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

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

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

In the event of a tie for any of the above championships, tiebreaker will be determined by the driver with the most wins (high point scores) 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 individual track rules.

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

FINES & PENALTIES:

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

PAYOFF:

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

CONDUCT:

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.
 - A. All drivers must arrive at Series races in a timely manner so that they may participate in the entirety of the racing event.
 - B. 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.
2. 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.

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 88958602 & GM part number 88958604.
2. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads originally from GM, Crate USA Generation III (yellow) AND FASTRAK seals allowed. (Note: RUSH seals permitted on GM 602s). **NO RM bolts, NDRA, DIRTcar (red or blue), Crate USA Generation I (silver) or Crate USA Generation II (blue) seals permitted. Effective January 1, 2017 FASTRAK seals will no longer be permitted.** For any other sealing system, contact RUSH for approval. Crate engines must not be altered, modified, or changed from factory specs.
3. The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing with any RUSH and Crate Racin' USA-sanctioned event for the remainder of the season and future seasons.
4. In the event a repair must be made to an engine scheduled to compete in consecutive RUSH-sanctioned events or if RUSH/NeSmith seals cannot be obtained in time for competition in a single event, engine owner and or competitor "must" have authorized RUSH/NeSmith 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.
5. No changes are allowed to the engine- intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part or parts on or in the engine.

A) After much research it has been 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 below. These updates will be published in a forthcoming version of the GM Technical/ Specification Manual.

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

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

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

7. No vacuum pumps.
8. All crate engines must remain stock as they came sealed from the factory. Crate engines must not be altered, modified, or changed from factory specs.
9. Engine's GM serial number and when applicable Crate USA build certification number must be clearly visible to Series' or track technical inspectors.
10. 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.
11. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL equal disqualification for the night's event (loss of points and money), loss of all Series points to date, suspended from all RUSH-sanctioned Series competition for 365 days, an indefinite probation, and fined \$1,000. The engine may be impounded immediately.

After the suspension period, the driver and/or car owner can only compete in Series events with an engine equipped with original factory GM sealing bolts or Crate USA seals from an authorized rebuilder approved and authorized by Crate Racin' USA Officials. Driver and/or 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.

12. 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.

ENGINE SETBACK:

1. Rear of engine must be at least 72" forward from the center of the rear axle. No more than 2" engine offset. Minimum height 11" from center of crank to ground.

ENGINE PROTESTS/SELECTION:

1. The protest fee for a complete teardown of an engine that finishes the A main in the top five is \$900, and must be made by a driver/owner that finishes in the top five. \$250 of protest fee will go to Series or Track and the remaining \$650 will go to the winner of the protest.
2. Protest and fee in cash must be made to a RUSH Tech Inspector, Race Director, or Track Tech Inspector within 10 minutes of the completion of the feature. Protest cannot be withdrawn once it has been declared.
3. At any time an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed and impounded by Series/Track right then. Protested engine will be tagged by RUSH Official to insure that it has not been tampered with and it is the same engine. Any refusal at this point for any reason will result in disqualification, \$1,000 fine, and 365-day suspension from all RUSH-sanctioned Series competition.
4. *If protested car is to race successive RUSH-sanctioned events within 72 hours (three days) the following will apply:* RUSH Series Officials reserve the right and also grants the right to RUSH-sanctioned speedway tech officials to seal or otherwise identify the protested engine to allow the car to compete in successive events within 72 hours (three days). Further postponement of tear-down will be at the discretion of RUSH Directors/Officials. The driver and/or owner has the option whether to surrender the engine on the night it's protested or have it identified and retained for the successive races. However, if the driver chooses to compete with the engine after its selection for tear down, and that engine is found to be out of compliance with RUSH Technical/Engine rules, the driver will be disqualified from all races entered after the engine was protested, in addition to the race when engine was protested. RUSH *may* assess penalties for each race in which the selected engine was used after its selection, if it is found to be illegal. If the engine is found to comply with all applicable rules, then driver/owner will be awarded all money and points earned for each event.
5. Any RUSH-sanctioned race track and/or RUSH Series Director(s) are authorized to call for an engine inspection or tear down *at any time*. Tear down and inspection will be performed by RUSH Tech/Competition Director. If this happens, Track/Series will remove engine at race track and impound until inspection day can be arranged for all parties involved. (See paragraph number four for procedures if selected car is to race in successive events.)
6. At this time, the feature finish will be frozen until inspection is complete. If at that time any competitor chooses to accept their pay before teching is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly.
7. Failure and/or refusal to tear down an engine and/or for your race car to be inspected by Series at any time will result in a 365-day suspension from all RUSH-sanctioned Series competition, and \$1,000 fine.
8. Inspection location will most likely be at RUSH office/garage located at 4368 Route 422, Pulaski, PA 16143. Although other inspection locations could be selected. There will be no dispute over RUSH Official's choice of location.
9. Only 3 people from protested car (preferably car owner, driver, and crew member) and 1 person designated from the team protesting will be allowed in the tech area during a protest. Protestor must be present during the entire teching procedure. Protestor and protested car owner and/or driver along with their protested sealed parts/engine must be present at designated time and place determined by RUSH Official.

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

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.*

DISTRIBUTOR/IGNITION:

1. Any electronic distributor-type ignition system. NO crank trigger, distributor less multi-coil, or magneto ignition system. **(Option: GM HEI-style, any brand MSD 8365 permitted.)** Only one ignition box permitted. Dual pickup distributor permitted; only one pickup in distributor can be utilized.

FUEL/FUEL CELL/FUEL PUMP:

1. An approved fuel cell, 32 gallon maximum capacity, completely enclosed in a steel enclosure is required. Fuel cell must be protected in rear by roll cage tubing. Cell may not be lower than protective tubing. Top siphon fuel cells only. Tech official may reject any fuel cell mounting they may deem unsafe. Fuel must be mounted in rear of car and completely visible.

RUSH 91 pump fuel is the only permitted fuel.

2. It is the racers' responsibility to know what he or she is putting in the fuel cell. Series reserves the right to check fuel anytime. Three samples will be taken by RUSH or Track Official. Each sample will be identified as sample #1, sample #2, and sample #3. Sample #1 will be retained by Series and sent to lab; sample #2 will be given to selected fuel's driver/owner; and sample #3 will be retained by Series to be utilized as a tie-breaker in the event any issues

may occur with samples #1 & #2. In the event driver/owner chooses to send sample #2 to be analyzed, RUSH must approve selected lab. Fuel samples not conforming to RUSH Pro Modified Series Fuel rule will be deemed illegal.

3. **PENALTIES FOR FUEL VIOLATIONS OR FAILURE TO ALLOW FUEL SAMPLE TO BE TAKEN:** Disqualification from event (loss of points and money) in addition to the following penalties:

- First Offense: \$500 fine & 30-day suspension from any RUSH-sanctioned event
- Second Offense: \$1,000 fine & 90-day suspension from any RUSH-sanctioned event.
- Third Offense: \$2,000 fine & 365-day suspension from any RUSH-sanctioned event.

ALL DECISIONS ARE FINAL!

4. Mechanical fuel pump only, cam driven or belt driven . No electric fuel pumps!

TIRES:

Hoosier 26.5/8.0-15 or 27.5/8.0-15 Medium 100's or Medium. Note: Tracks have the option of implementing the Hoosier 27.5/8.0-15 Hard on the right rear only.

Series may take physical samples and/or use the "Sniffer" to insure that no competitor has employed any chemicals to alter the performance of his or her tires. At the sole discretion of race officials, any competitor may have his or her tires tested with the "Sniffer" for both internal and external introduction of chemicals or be required to allow samples to be taken for later submission to an independent laboratory, or both. Three samples will be taken per selected tire; samples will be taken by RUSH or Track Official. Each sample from selected tire will be identified as sample #1, sample #2, and sample #3. Sample #1 will be retained by Series and sent to lab; sample #2 will be given to selected tire's driver/owner; and sample #3 will be retained by Series to be utilized as a tie-breaker in the event any issues may occur with samples #1 & #2. In the event driver/owner chooses to send sample #2 to be analyzed, RUSH must approve selected lab. Tire samples not conforming to manufacturer's submitted factory benchmark will be deemed illegal.

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 RUSH, AND DRIVERS WILL BE NOTIFIED SIMPLY IF THEY PASS OR FAIL.

IF "THE SNIFFER" DETERMINES THERE IS AN UNAPPROVED CHEMICAL PRESENCE WHETHER INSIDE THE TIRE, WHEEL, OR OUTSIDE THE TIRE, OR WHEEL, DRIVER(S) WILL BE DISQUALIFIED FOR THE REMAINDER OF THE RACING EVENT. TIRE(S) IN QUESTION WILL BE CONFISCATED, AND DRIVER/AND OR CAR OWNER MAY BE FINED AND COULD BE SUSPENDED AT SERIES OFFICIALS DISCRETION. DRIVER AND OR CAR OWNER WILL BE NOTIFIED IN WRITING OF DECISION, **ALL DECISIONS ARE FINAL.**

ANY TIRE THOUGHT TO BE PHYSICALLY DEFACED OR ALTERED WILL BE CONFISCATED. WHILE TIRE IS IN QUESTION ALL MONEY, AND POINTS FOR THAT DRIVER WILL BE HELD UNTIL A RULING IS MADE FINAL. ANY TIRE DEEMED TO HAVE BEEN PHYSICALLY DEFACED OR ALTERED WILL RESULT IN THE FOLLOWING:

PENALTIES FOR ILLEGAL TIRES: PENALTIES FOR ANY TIRE FAILING INSPECTION WILL BE AS FOLLOWS.

FIRST OFFENSE, \$500 FINE & 30-DAY SUSPENSION FROM ANY RUSH-SANCTIONED EVENT.

SECOND OFFENSE, \$1,000 FINE & 90-DAY SUSPENSION FROM ANY RUSH-SANCTIONED EVENT.

THIRD OFFENSE \$2,000 FINE & 365-DAY SUSPENSION FROM ANY RUSH-SANCTIONED EVENT.

FAILURE TO ALLOW ANY TIRE/TIRES TO BE CONFISCATED WILL RESULT IN ADDITIONAL \$500 PER TIRE FINE, IN ADDITION TO ANY OTHER FINES AND PENALTIES. **ALL DECISIONS ARE FINAL.**

WARNING: RUSH, CRATE RACIN' USA AND HOOSIER RACING TIRES STRICTLY FORBIDS ANY CHEMICAL ALTERATION OF THE TIRE CARCASS AND/OR TREAD COMPOUND, SUCH AS TIRE SOAKING OR USE OF TREAD "SOFTENER." RUSH 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.

WHEELS: Maximum 8" steel production racing wheel may be used. Bead lock wheels may be used.

SHOCKS: Only RUSH Series shocks by Bilstein may be used in competition at any location on the race car. Only one shock absorber is allowed per wheel. If a shock absorber is used to dampen rear end movement it must be located at minimum 12" from any part of either rear brake rotor and must be chosen from the following list of shock part numbers.

The only shock absorber part numbers that may be used at any location on the car are:

RUSH RF 9-3, RUSH RF 7-3, RUSH, RUSH LB 5-3, CR USA LB 5030, RUSH RR 3.5-1.5, CR USA RR 3.5-1.5, RUSH LRB 3-6, CR USA LRB 3-6, and RUSH LR 1.5-7.5

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 competitors agree to willingly relinquish any one or all shock(s) from any position or all positions on his or her race car that comes into question to RUSH 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. Competitor must accept from tech officials a shock(s) of the same valving part number in return for the shock(s) relinquished.

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 published penalties will apply.

Any violation of the RUSH Bilstein spec shock rule or failure to surrender the shock(s) and/or submit the shock(s) for inspection will result in the driver being disqualified for the night's event, loss of all Series points to date, suspended from all RUSH-sanctioned Series competition for 365 days, and fined \$1,000. ALL DECISIONS ARE FINAL.

SPRINGS: Only one spring is allowed per wheel. Progressive rate springs at the suspension locations are not allowed.

One additional spring will be allowed for use in a device used to control rear end rotation; this spring may have a progressive rate.

All coil springs must be 100% constructed from steel, no exotic metal alloys or composite spring technology will be allowed.

Leaf springs may be used in the rear and may be composite material or spring steel.

No torsion bars or airbags are allowed.

No spring rubbers are allowed.

Rear springs must be a minimum of 4.5" i.d. Rear springs may be mounted on a coilover kit and the coilover kit may be made of aluminum or steel, no titanium or composite materials are allowed. Coilover eliminator devices must be all steel in construction.

BUMP STOPS: No bump stops permitted

ROLL CAGE: Minimum tubing thickness .095". Minimum outside diameter 1.5". Must be 4 post design with rear upright loop supported with tubing running down to the rear of car. Top hoop must have 1 crossbar preferably running from right rear to left front. All support bars forward of roll cage must be lower than stock hood height. Door bars must be .083" minimum thickness. 3 bars minimum, 4 suggested. Door bars must be welded to roll cage-front and rear and be parallel to frame.

BRAKES: Must have brakes on all 4 wheels. Brake shut offs are permitted. Calipers may be steel or aluminum single piston OEM style only, steel rotors only.

EXHAUST SYSTEM: Headers may dump outside of engine or rear of engine and must not point directly to the ground. Mufflers can be run, securely attached, and easily detectable.

BATTERY: Battery must be securely mounted, shielded, and fastened across the top. If battery is mounted inside of cockpit, it must be in a 6-sided metal case.

WEIGHT: No weights added in driver compartment or outside of body. Weight must be painted white and have car # on it. Weight must be fastened with 2-1/2" bolts minimum. Weight may not be attached to rear bumper. All GM 604 cars must weigh 2400 lbs, GM 602 cars 2250 lbs, and Sharon/Stateline/Raceway 7-legal "open" Econo Mods 2500 lbs with the driver after the race at speedway scales.

FRAMES: May be cut at a point no further forward than rear of engine block or 1950 or newer. American passenger car factory production frames allowed only. Frames may be cut in rear at a point no further forward than the rear of engine block, both sides. Frames may not be widened or narrowed and must be able to support the roll cage on both sides. Frame must be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height, and body height, must be four (4) inches from ground.

FRONT SUSPENSION: Steel aftermarket parts may be used as stock components. This includes lower tubular A-frames. Stock passenger car spindles only. No tubular or fabricated spindles allowed. Tubular type upper and lower A-frames permitted. Lower control arms cannot be moved, (exception: may weld shock mount on lower control arm). Upper A-frames may be moved and have aluminum cross shafts. Coil springs minimum 4-1/2" diameter only (no coil overs) and must be mounted in stock position. No coil-over eliminators may be used. (Mono balls will be accepted.)

A) The maximum overall width of the car, front and/or rear, shall not exceed 78" inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum one (1") inch spacer between the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the overall tread width of the vehicle does not exceed 78"-inches.

STEERING: Front steer type frames must have steering box mounted on left frame rail ahead of front cross member. Rear steer frames must have steering box mounted behind cross member on left frame rail. Power steering with a steering quickener is permitted. No rack and pinion steering. Stock type steering boxes only. All steering linkage must be steel components.

WHEELBASE: Minimum 108", maximum 112".

REAR END: Any passenger car or truck type rear end permitted. Quick change allowed with steel tubes (NO SLIP TYPE DIFFERENTIALS). NO ALUMINUM tubes with STEEL sleeves.

REAR SUSPENSION: May be coil spring (minimum 4-1/2") diameter or steel leaf springs. Coil-over eliminators or steel/aluminum coil-over kits may be used with coil springs. Lowering blocks (aluminum or steel) may be used with leaf springs. No aluminum birdcages, brake floaters or trailing arm mounts allowed. Panhard bar, panhard brackets and trailing arms may be steel or aluminum. One (1) spring per wheel!

A) The maximum overall width of the car, front and/or rear, shall not exceed 78" inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum one (1") inch spacer between the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the overall tread width of the vehicle does not exceed 78"-inches.

DRIVESHAFT: Must have a protection loop completely around. Loop must be .25" thick x 2" wide steel minimum and mounted no more than 6" back from U-joint in driveshaft. Drive shaft must be steel or carbon fiber.

TRANSMISSION: Must have forward and reverse gears and be able to shift to forward or reverse with engine running. Bert and Brinn type transmissions are permitted. Stock clutch type transmissions must have scattershield or blow proof bell housing. Automatics must be stock OEM cases and bell housings.

RADIATORS: May be aluminum, steel, or brass and must fit under hood line and be located in front of engine fan; no electric fans.

BODIES: (Refer to drawing at bottom of rules.)

A.) 12"min 24" max

C.) The maximum roof height of 54" inches. 5" max slope.

D.) The sides of the engine compartment will remain open. Any side panels in the engine compartment area will not be permitted. A six-inch drop on either side of the hood will be permitted and it must be enclosed at the rear of the hood. Hood must slope towards the nose of the car (No Reverse Rake to the Hood).

G.) The top of the doors must not extend forward of the rear engine plate. The bottom of the doors may extend a maximum of 12" inches past the motor plate toward the front of the vehicle.

H.) Front roof post width 16"max at the bottom. Roof post at the bottom rear must then go upward at a 90 degree angle. The front roof post must be in a straight line from top to bottom and must come down to the deck with a max 2" step (P).

I.) Wheelbase: Minimum 108", maximum 112".

J.) Door panel 32"max 26"min.

K.) 72" max.

L.) 12"-18" door opening height.

M.) With a level, must have no more than 2" clearance at rear roof, and 5" at top front. Original roof line of vehicle must be maintained with a maximum of five (5) inches of slope measured with a level from highest point minus the stiffener to lowest point. No more than one-half (1/2) inch stiffener allowed at the rear of the roof.

N.) Maximum deck length 120".

O.) Rear corner panel length from center of hub to back 48" max, 34" min.

P.) 7" max at top rear, gradual slope from roof to this point when using sail panel as spoiler side with max spoiler height of 5". The spoiler may be fabricated from lexan or aluminum. The Sail panels must be the same design and size on each side (Both open with same opening dimension or both closed). Maximum bow of sail panel is 4". 8" max spoiler allowed if the sail panel remains separate from the spoiler sides. When using 8" spoiler, sail panels can be no higher than 4" from deck at end point, spoiler supports shall be same height as spoiler at rear and 4" tall max at front and 24" min total length, sail panel may not be farther back than leading edge of spoiler support on 8" spoilers. Maximum spoiler width will be 68" on 5" or 8" spoilers.

Q.) Interior slope is 4" max from front to rear and flat across and must maintain same slope from front to rear. You must have used 50% of your 4" max slope at the half way point on the deck.

R.) Maximum height of 38" inches. The top of the interior must be flush with the top of door. No Drop Decks

S.) Maximum width of nose at any point will be 45". The nose piece shall not be attached any further back than the radiator. The MD3 modified nose and Dominator nose will be legal. All aluminum fabricated nose pieces can have a 2 1/2" lip on each side of nose piece (length of the nose). The nose piece must have a minimum of four (4") inches from the ground to the bottom edge of the nose piece. Noses must be flat from top to bottom (No curving of nosepiece).

T.) Hood max width is 68" max 24"min. No narrower than radiator.

U.) The maximum roof width will be 52" inches with a minimum of 44" inches.

V.) The maximum roof length will be 57" inches with a minimum roof length of 40" inches

W.) On the left side the rear bottom of the door may flare out six (6") inches for tire clearance. The bottom of the flare must be curved and rounded not pointed in any fashion. No wheel skirts of any type will be allowed.

X.) The maximum body width at the body's widest part will be 72" inches. The maximum deck width will be 68".

Rear wheel openings must remain same on both sides of car and maintain a minimum 2" wheel clearance.

FRONT BUMPER: Must be mounted to end of frame, with bottom loop parallel to the ground. Minimum 1-1/4" tubing must be used. Rear bumper may be tubing or square stock and must protect fuel cell. Center of bumpers must be at least 18" from ground. No sharp edges. Bumper cannot extend more than 42" from center of front wheel. Farthest point of nose/bumper cannot be no more than 42" from center of front wheel hub. Bumper must be leading edge of the car.

NERF BARS: Must be inside of line from rear tire to front tire with no sharp edges. There is no tolerance.

WINDOWS: Driver's side window and passenger side window must remain open except for support angles in roof pillar openings. Support angles cannot extend past the front roof line. Roof pillars must be in place. Window nets are recommended. Also a screen is HIGHLY recommended in cockpit to deflect debris from driver.

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.

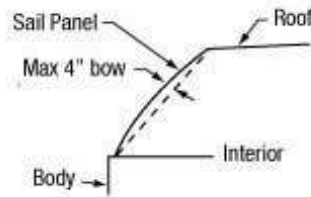
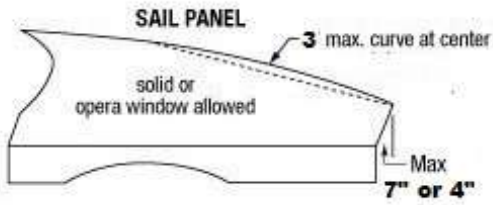
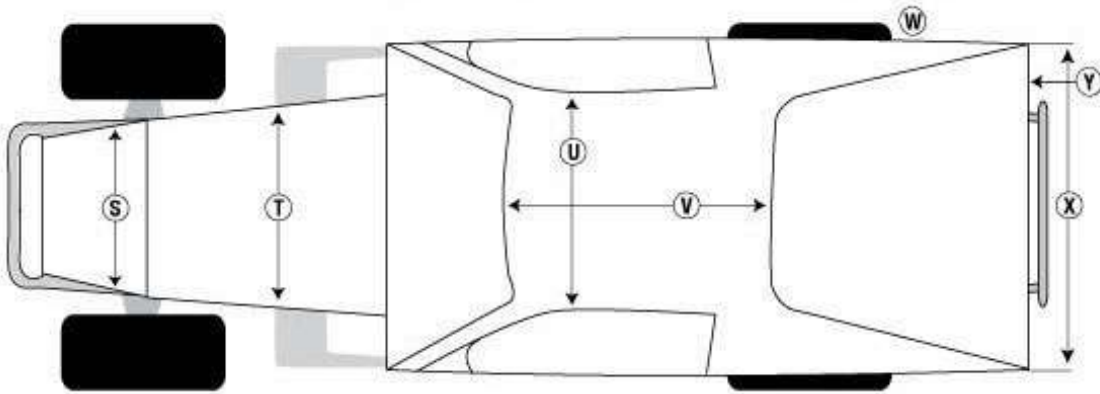
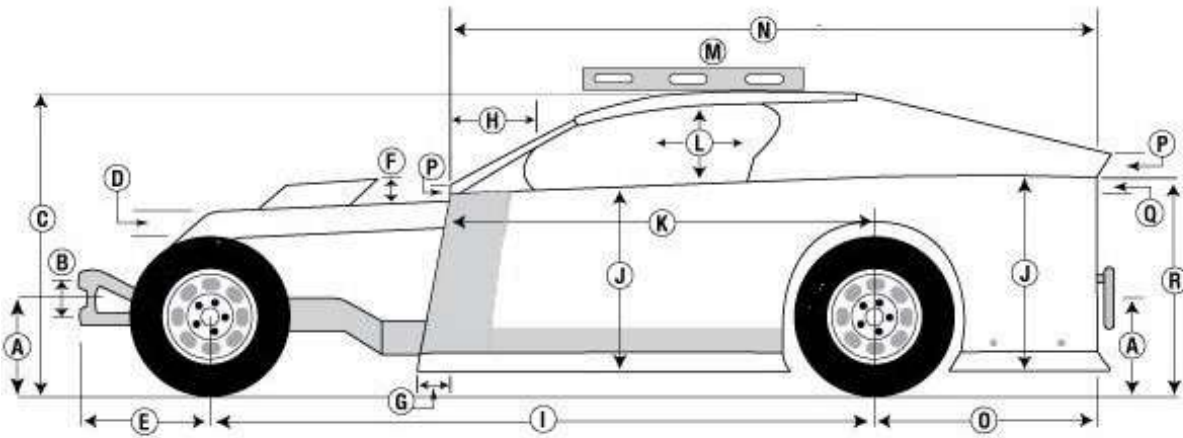
TRANSPONDERS/RACECEIVERS: All cars must utilize a working transponder and be mounted on rear motor plate when applicable. A working RACEceiver (one way radio between Race Director and Flagman with drivers) is required at all times on the speedway.

MISCELLANEOUS: No radios (transmitting or listening devices) or mirrors permitted. Mirrored finished stainless or other materials are not permitted, if used for the same purpose as a mirror. No car will qualify without inspector approval. All cars must be available for inspection prior to advertised time of driver's meeting. All race cars are subject to inspection by officials at any time.

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 during the 2016 season and beyond will there be any type of ping control devices, dial a chip 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.
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.

BODY DIAGRAM:



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 TM helmet removal system.
3. Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

Other RECOMMENDED

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

2. Windshield screens should be a minimum thickness of 0.090 inch and should be securely fastened to the roll cage.
3. Driver's side window nets are highly recommended.
4. A clearly marked electrical engine shut off switch within the reach of the driver.
5. A clearly marked fuel shut-off valve within reach of the driver.
6. Roll bar padding mandatory. Other cockpit padding, knee and steering pads recommended.
7. Driveline U-Joint scatter shields are recommended.
8. It is highly recommended all cars be equipped with either a 2-lb ABC fire extinguisher or a 5-lb. Halon System.
9. It is highly recommended all teams must have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. It is highly recommended the fire extinguisher be a minimum of 20lbs and is recommended to FFF type chemical and/or Dupont FE-36 and/or equivalent.

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

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

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

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.

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.