

Section 9 – Crate Late Models

General Safety, Procedural & Protest Rules apply unless otherwise specified. Please read & adhere to these rules.

ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS DECISIONS ARE FINAL.

Raceceivers mandatory. (454.000)

Woodhull Raceway will follow RUSH Dirt Late Models rules for their Crate Late Model division. Rules are available on Rush website and posted below.

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

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. Engine setback will be 6" from the center of top ball joint to the #1 spark plug with a 1" tolerance on engine setback. There will be a 50-pound penalty forward of the motor plate for each 1/2" of setback beyond 7

of engine setback. No cars with more than 8" engine setback will be allowed to compete.

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 NeSmith Seals must be returned immediately to the RUSH Office.
11. Engine infractions "within the bolts" results in a \$1,000 fine, 365-day suspension from all RUSH-sanctioned Series competition, and loss of all points to date for both driver and car owner (if different from driver). Additional fines may be assessed if protested or selected engine for teardown was permitted to compete in consecutive events (see paragraphs numbered four and five).
12. See Appeals Process below.
13. In the event that the series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Series" will provide a full GM gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassembly.

CARBURETOR:

1. One four-barrel carburetor only. The 604 and 602 Chevrolet Performance Circle Track engines perform best with a quality 650 CFM Carburetor. Any 750 CFM or smaller carburetor allowed; must have 1 11/16" base plate maximum.
2. All carburetors in competition must retain conventional style floats along with needles and seats. Maximum allowed fuel pressure is 12 psi.
3. Engine must be naturally aspirated.
4. 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.
5. 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.

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.

STARTER: 1. All cars must have a starter in working order.

WATER PUMP:

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

EXHAUST:

1. Collector-type headers required. Must have four (4) tubes into one (1) collector

of a consistent diameter.

2. NO tri-y headers, merged headers, or square-tube headers allowed.
3. Mufflers not required unless track mandates. When mandated, mufflers must have some type of internal noise dampening characteristics, baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedway's noise decibel requirements. External mufflers only.

FUEL CELL/FUEL PUMP:

1. All cars must have fuel cells that meet and/or exceed FT3 specifications. The fuel cell must have a maximum capacity of 35 gallons.
2. The fuel cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum.
3. The entire container must be visible for ease of inspection.
4. The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4"-inches ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick change housing.
5. 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.
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 driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.
8. Only mechanical and/or belt driven fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted.

FUEL:

1. Only Sunoco Racing Fuel - Standard (commonly referred to as 110 and/or purple) and/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.

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 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. ROLL CAGE & FRAME:

1. The minimum wheel base is 102" with a maximum wheel base of 105".

2. All frames must be fabricated from magnetic steel with a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum

material thickness of .083"-inches. Note: Aluminum, titanium or other 'exotic' material is not permitted on any part of the frame.

3. A minimum of 1.75" Outside Diameter magnetic steel tubing, 4130 Chrome Moly or DOM with a minimum material thickness of .083"-inches, will be permitted for frames that are fabricated from round tubing.
4. Rear bumpers that are stubbed may only extend a maximum of 8"-inches beyond the frame. Any stubbed rear bumper that extends further than the maximum of 8"-inches must be formed and directed 8"-inches toward the front of the car.
5. External rub rails will not be permitted.
6. All cars must be equipped with a tow hook and/or strap for the purpose of towing.
7. All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.
8. Any frame built on or after January 1st, 2006, must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place. All characters on the plate must be a minimum of 1/2"-inch in height and the serial number must not exceed 8 characters.
9. All cars must have a suitable steel roll cage protecting the driver's compartment including headrest. (Note: Titanium or aluminum is not permitted.)
10. Side roll bars are mandatory, and must extend into the door panels. A minimum of three (3) bars must be on the left side.
11. Each bar must be at least 1 1/2" diameter with a minimum material thickness of 0.083".
12. Roll cages must be welded to frame.

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 strong recommended to run carbon fiber driveshafts only! (This is for your safety.)

REAR END:

1. Titanium moving parts with rear end including wheel studs is prohibited.
2. Live-axle type rear ends will not be permitted.
3. Independent rear suspensions will not be permitted.
4. Floater-type wide-five hub assemblies will be the only hub assemblies permitted.

BRAKES:

1. Steel brake rotors only.
2. No carbon fiber brakes, titanium brakes or other exotic material brake systems.

WHEELS:

1. Any brand or type of wheel allowed. Must be mounted with lug nuts; however, carbon titanium wheels are not permitted.
2. No knock-off or center lock wheels.
3. Maximum wheel width - 14".
4. Wheel fasteners must be steel.

TIRES:

1. **Beginning in 2016, the RUSH USA25 Hoosier Tire will replace the USA21 for all RUSH sanctioned tracks and events (see burn-off period below).**
Hoosier USA21, 25 and 55 stamped Crate Racin' USA and shoulder plated tires will be durometered; USA21 and 25 must punch 46 or harder when checked cold, and USA55 must punch 60 or harder when checked cold. RUSH will allow a "simple" re-groove and/or sipe ONLY on the factory pre-molded cross marks found on each individual block of the USA25 and 21 tires. The groove is not to exceed the pre-molded marks. A #1 or #2 grooving head and blade is recommended. Be advised that these grooves may not extend into the sidewall of the tire. There is to be NO siping (other than the pre-molded cross marks) or needling of the USA25 or 21. Light buffing is permitted, but MUST be done in a manner as to NOT create a sipe (cut/split) in the surface of the rubber. Note: Small cuts that are not consistent with a buffing pattern MAY be acceptable. Rule of thumb: If you can see it, it's too deep; if you can feel it, it's way too deep. (See the tech official for a ruling before competition). Grooving and siping is permitted on the Crate Racin' USA D55. Altering tires by any means of needling or chemical treating is strictly prohibited! Burn-off: RUSH will allow a burn-off period for the USA21 through July 3, 2016. Newly-sanctioned speedways will be permitted a burn-off period for previously allowed tires determined by Series Directors. (Note: Speedway(s) and/or Series Officials have the ability to mandate the USA55 on the right rear if track conditions warrant.)
2. **WARNING:** RUSH, Crate Racin' USA and Hoosier Racing Tires strictly forbids any chemical alteration of the tire carcass and/or tread compound such as

tire soaking or use of tread "softener". RUSH, Crate Racin' USA and Hoosier Tire strictly forbids the physical defacement (removal, altering, or covering) of tire sidewall markings in any manner. Failure to comply with this warning could result in premature or catastrophic tire failure and may result in serious injury or death.

3. Series may take physical samples and/or use the "Sniffer" to insure that no competitor has employed any chemicals to alter the performance of his or her tires. At the sole discretion of race officials, any competitor may have his or her tires tested with the "Sniffer" for both internal and external introduction of chemicals or be required to allow samples to be taken for later submission to an independent laboratory, or both. Three samples will be taken per selected tire; samples will be taken by RUSH or Track Official. Each sample from selected tire will be identified as sample #1, sample #2, and sample #3. Sample #1 will be retained by Series and sent to lab; sample #2 will be given to selected tire's driver/owner; and sample #3 will be retained by Series to be utilized as a tie-breaker in the event any issues may occur with samples #1 & #2. In the event driver/owner chooses to send sample #2 to be analyzed, RUSH must approve selected lab. Tire samples not conforming to manufacturer's submitted factory benchmark will be deemed illegal.
4. It is the driver's responsibility to know what is on their race car at all times. Any used wheels or tires that may be suspect by the driver should not be used. The driver or a crew member may be in the tech area to view what is being tested, but will not be allowed to view "the sniffer" readings. That information is the sole property of RUSH and driver will be notified if they pass or fail.
5. If "the sniffer" determines there is an unapproved chemical presence whether inside the tire, wheel, or outside the tire or wheel, driver(s) will be disqualified for the remainder of the racing event. Tire(s) in question will be confiscated and driver and/or car owner may be fined and could be suspended at Series Officials' discretion. Driver and/or car owner will be notified in writing of decision. All decisions are final.
6. Any tire thought to be physically defaced or altered will be confiscated. While tire is in question, all money and points for that driver will be held until a

ruling is made final. Any tire deemed to have been physically defaced or altered will result in disqualification from the event (loss of money and points) along with the following: PENALTIES FOR ILLEGAL TIRES: First Offense: \$500 fine & 30-day suspension from all RUSH-sanctioned events plus all related lab testing

costs.

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

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

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

WEIGHT:

1. GM crate engine #88958602 – 2200 lbs. (1-lb per green flag lap burn off in the feature only)
2. GM crate engine # 88958604 - 2350 lbs. (1-lb per green flag lap burn off in the feature only)
3. Bilstein Bandits Championship Program participants:
 - a. GM crate engine #88958602 – 2175 lb. (1-lb per green flag lap burn off in the feature only)
 - b. GM crate engine # 88958604 - 2325 lbs (1-lb per green flag lap burn off in the feature only)
4. Attached weight must be securely bolted to frame with 2 1/2" or larger bolts. Weight must be painted white with car number displayed. Penalty for losing attached weight on the race track is disqualification from the event.

SUSPENSION:

1. Standard Late Model suspensions only. No spring loaded or shock-type 4-bar

rods. Only standard solid 4-bar rods allowed. No torsion bar front or rear suspension. Sway bar ok.

2. Standard one piece bird cages; no split bird cages, etc.

3. Standard Late Model suspension equals one (1) shock per wheel except on left rear. Left rear is allowed two (2) shocks; one in front of rear end, and one behind rear end. Shocks must be mounted vertical to axle tube, not horizontal. No shock to be utilized as a droop limiter; chains only; under slung bar type permitted.

4. One mechanical traction device allowed, either 5th coil and shock, or spring loaded torque link mounted center top of rear end to frame. One (1) 90/10 shock allowed with torque link ONLY. 5th coil may NOT run 90/10 shock.

SHOCKS:

Shocks, at any position on the race car including lift bar or torque arm shocks, must be constructed of magnetic steel or aluminum. Shock of the "thru rod" style are NOT permitted. Remote reservoirs are permitted. Each shock may have a maximum of two external adjustment mechanisms. External reservoir may only have one external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must be located on the shock body, on the shock rod, or on the remote reservoir; cockpit adjustment are NOT permitted. NO remote adjustment of shocks is permitted, including electronic adjustment whether hard wired or wireless. Shock/Damper devices that are or can be referred to or defined as an "inertor" or referred to or defined as a "j-damper" are not permitted anywhere on the car.

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

STACKED SPRING: One spring per shock; no dual stacked springs on any shock. Traditional take up springs will be permitted providing

they carry no functioning rate (must be able to fully compress by hand).

BILSTEIN BANDITS CHAMPIONSHIP PROGRAM:

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

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

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

Weight Rule:

- a. GM crate engine #88958602 – 2175 LBS. (1-lb per green flag lap burn off in the feature only)
- b. GM crate engine # 88958604 - 2325 LBS (1-lb per green flag lap burn off in the feature only) Note: Participants must display a Bilstein Bandits Weight Sticker on both sides of car near rear window area. Sticker will be sent to participants upon receipt of Bilstein Bandits Participation Form

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

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

If, upon dyno testing and inspection, it is determined that the gas pressure, seals,

piston, oil, shock tube, rod, or valving has been altered in any way, the shock absorber will be determined illegal and RUSH Late Model Series published penalties will apply.

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

EXOTIC MATERIALS:

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

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

1. No raised or gurney lips of any type allowed on body. Doors and quarters must be flat or may have an outward body roll; no doors or body panels allowed to be rolled or curved inward. No tunneling of any type allowed underneath body, along frame, or around fuel cell area. A stone shield for remote oil filters or transmission is allowed, 24" x 24" maximum located near rear engine plate. (See illustrations at the end of this Rulebook for further body specifications).

2. Spoiler (see body diagram for more details):

- a. Maximum size is 8". Spoilers must be made of a solid material such as lexan, sheet aluminum, or materials of equal strength. Spoiler and spoiler supports should be made of equal material on all areas. No open spoiler supports. Spoiler height, width, and angle must be the same at all times for the entire area of the spoiler. No varying spoiler heights or spoiler angles.
- b. In light of only slight variances in spoiler side templates, RUSH competitors may use either current RUSH template or templates that are the same as World Of Outlaws, and Lucas Oil, standard 8

inch spoiler supports.

- c. The measurement of the spoiler is a total of all material including any turns, up or down, and includes support brace. Spoiler must meet template with one single break.
- d. All specifications on body diagram are measurements above the deck. Be sure to allow 1" to 1 1/2" along lower edge to break for mounting purposes. Bottom corner of spoiler support should not extend past rear corner of deck.

3. Roof supports or "C" pillars on both sides must be made of equal material. Window openings are allowed, but must be the same opening on left and right side. If clear lexan window is used, it must be used on both sides. Both sides have to be either open, or both sides closed. Curved or arched roof supports allowed. 3" maximum arc allowed at widest point; checked with straight edge, extended from roof edge to door edge.

4. Deck height: may be dropped no more than a maximum of 4 inches below the door; and must be enclosed at firewall.

5. NO mirrors.

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.

RACECEIVERS/TRANSPONDERS:

NO radios other than RACEceiver communications between Track and/or Series Officials. RACEceiver is mandatory at all Tour events and may be mandatory at Weekly events (see each track's rules). Transponders are mandatory at tracks and events that require them (see each track's rules or Touring procedures for more info).

PERSONAL SAFETY EQUIPMENT:

General

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

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

Other Recommended

1. Sharp and/or protruding edges in and around the cockpit will not be permitted.
2. Windshield screens should be a minimum thickness of 0.090 inch and should be securely fastened to the roll cage.
3. Driver's side window nets are highly recommended.
4. A clearly marked electrical engine shut off switch within the reach of the driver.
5. A clearly marked fuel shut-off valve within reach of the driver.
6. Roll bar padding mandatory. Other cockpit padding, knee and steering pads recommended.
7. Driveline U-Joint scatter shields are recommended.
8. It is highly recommended all cars be equipped with either a 2-lb ABC fire extinguisher or a 5-lb. Halon System.
9. It is highly recommended all teams must have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. It

is highly recommended the fire extinguisher be a minimum of 20lbs and is recommended to FFF type chemical and/or Dupont FE-36 and/or equivalent.

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.

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.

LEGALITY OF PARTS:

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

APPEALS PROCESS:

RUSH will determine any and all suspensions/fines that are covered in the rules and any violation that may come up during the year. RUSH will make judgment

on the sanctions and violator(s) will be sent official notice by a certified letter, return receipt requested.

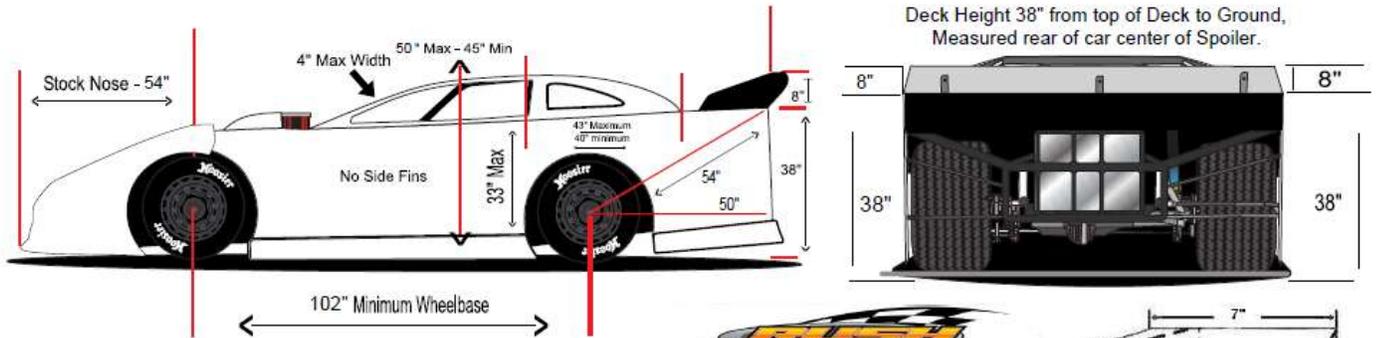
Drivers and Car Owners has the opportunity to appeal his or her sanction and must do so in writing accompanied by any relevant documentation. Appeal must be in writing the night of the protest to the Track if at a Weekly event or to Series if at a Touring event. In either case, a copy of the e-mail also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

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

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

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

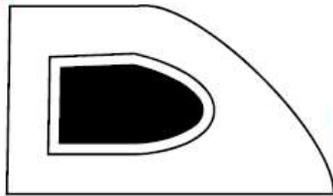
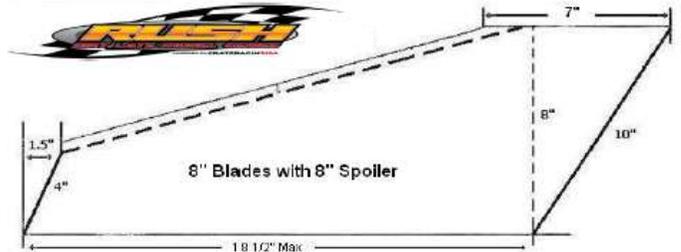
All body components 4" Min. above ground.
 All body measurements are maximum unless otherwise specified.



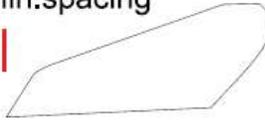
15" Min.
 17" Max



*Rush Dirt Late Model Series
 Spoiler Support Dimensions*



2" Min. spacing



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

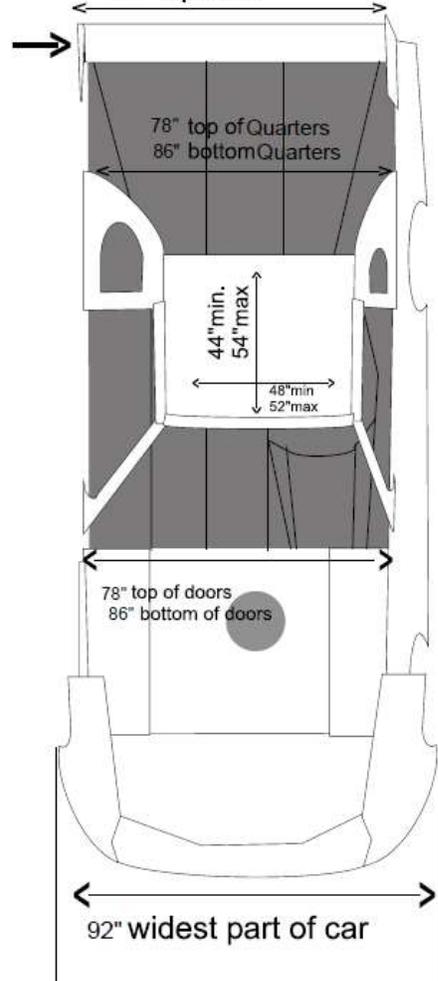
In Light of only slight variances in spoiler side variances in spoiler side templates, RUSH competitors may use current RUSH template above, or WoO, and Lucas 8" standard spoiler support template.

40" Min.
 43" Max



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

72" spoiler



Roof Supports

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

