



2024 Non-Wing Sprint Car Rules

DISCLAIMER:

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

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

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

Contact Info:

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

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

Website: www.rushsprintcars.com
Like us on Facebook at www.facebook.com/rushsprintcars
Follow us on Twitter @RUSHSprints

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

Sprint Car Championship Series

Sunbelt Rentals "Weekly Series Championship": Must be a RUSH member to be eligible for points and point fund monies (see membership below). Drivers can compete at any RUSH-sanctioned Sprint Car event in their region and accumulate points. Drivers best 12 point scores from throughout the season will be utilized.

Point Fund (\$20,075): 1. \$5,000 2. \$2,500 3. \$1,750 4. \$1,500 5. \$1,200 6. \$1,000 7. \$800 8. \$750 9. \$700 10. \$650 11. \$600 12. \$500 13. \$450 14. \$425 15. \$400 16. \$390 17. \$380 18. \$370 19. \$360 20. \$350.

3C Graphix "Futures Cup" (\$300 to-win, remainder of point fund TBA based on participation): Must be a Weekly member, not be older than 19 years of age (cannot turn 20 before July 1), and not be a prior "Futures Cup" Champion to be eligible for points and point fund monies. Those 18 & 19 cannot have more than 1 prior season of E-Mod, Econo Mod, Crate Late Model or RUSH Sprint Car 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.

Point Fund Clause: In the event of unforeseen circumstances, the RUSH Racing Series reserves the right to adjust any and all point funds.

Point System: The following system will be utilized for all of the above programs: 1. 100 2. 98 3. 96 4. 94 5. 92 6. 90 7. 89 8. 88 9. 87 10. 86 11. 85 12. 84 13. 83 14. 82 15. 81 16. 80 17. 79 18. 78 19. 77 20. 76 21. 75 22. 74 23. 73 24. 72 25 & any other starter 71. Drivers attempting to race, but not starting the feature will receive 70 show-up points.

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

Membership: Membership is mandatory and is \$125 to become a Weekly Series Member of either the Northeast or Western Regions. Drivers will only receive points for the Region they specify. A one-time temporary membership is available for \$25 and membership form MUST be completed in its entirety; however, you MUST be a full member to be eligible for above programs. Membership and temporary membership give member racer \$100,000 excess participant accident insurance. [Policy period is 1/1/24-1/1/25](#); however, coverage does not begin until membership is completed and paid. RUSH insurance benefits will cover the member driver after the track's participant accident limit and driver's individual health insurance benefits are exhausted, but only at RUSH-sanctioned events. POINTS ARE NOT RETROACTIVE. YOUR POINTS WILL NOT COUNT UNTIL MEMBERSHIP IS COMPLETED & PAID AND YOU BECOME A FULL MEMBER! Membership Forms are available at the following link <https://rushsprintcars.com/memberships.html> or can be purchased through the Pit Pay App <https://getpitpay.com/5lb>. RUSH reserves the right to decline a membership or revoke a membership at any time.

Manufacturers Night presented by MSD Performance: A Manufacturers Night will be held on a date and location TBA where several thousands of dollars of products will be given away. Driver's car MUST be 100% RUSH legal and attempt to compete in the night's racing program. In addition, any driver and/or car that competes in a non-RUSH sanctioned 602 Sprint Car event that conflicts with a RUSH-sanctioned Sprint Car event at any time (period includes from previously completed MFG Night up until the next MFG Night), team will NOT be eligible for the giveaways, but are still able to compete in the night's racing program. Series Directors have the final say on eligibility.

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

In the event of a tie for any of the above championships, tiebreaker will be determined by the driver with the most wins 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.

AGE REQUIREMENTS:

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

PAYOFF:

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

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

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

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

SERIES' SPONSOR PRODUCT CONTINGENCIES AND DECALS:

The RUSH Sprint Car Series decal is required on both sides of the car. Sponsor decal package/logos link for body graphics usage is located at the bottom of the website sponsor page.

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

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

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

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

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

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

CONDUCT:

At RUSH Weekly Sanctioned events, the racing procedures and track conduct will be administered and enforced by track management and officials unless Tracks contract with RUSH to officiate the event.

1. All drivers, crew chiefs, car owners, crew members and/or team representatives agree to act in a professional manner as determined by RUSH Officials. The professional manner includes, but is not limited to verbal representation, written representation, any representation that may represent the RUSH Racing Series, sport of Late Model racing and/or motorsports in general and/or any affiliates. Verbal and/or physical abuse towards a RUSH Series Official may result in an immediate disqualification and/or fine and/or suspension and/or legal action and/or other action deemed appropriate by RUSH Series Officials.

2. Any driver or car owner that disparages RUSH in any publication, including all forms of social media and public forums may be subject to a fine and/or suspension and/or legal action and/or any other action deemed appropriate by RUSH Series Officials.
3. Any driver, during an event; a competitor, crew chief, car owner, crew member and/or team representative may be requested to report for consultation and/or technical inspection with RUSH Officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request will be subject to disqualification, possible fine and/or suspension and/or any other action deemed appropriate by RUSH Officials.

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

ENVIRONMENTAL WARNING:

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

TECHNICAL RULES & REGULATIONS

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

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

ENGINES:

1. The General Motors (GM) Engine part number 88869602, 19370602, 19258602, 19418602, 19431602, 19432602 or 19433602 is the only engine permitted in all RUSH Sprint Car events; RUSH reserves the right to amend this list of approved engine part numbers.
 - A. Permitted GM engine is sealed at the intake manifold, cylinder heads, front cover, and oil pan and must have 2 RUSH "verification" seal tags 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.
 - B. The General Motors (GM) Engine part number 19258602 Pace Performance/DIRTcar sealed pro sprint engines will only be permitted to compete through 12/31/24 but must retain all 6 official Pace/DIRTcar registered wire cable seals along with the Pace QR coded tracker seal; the engine is also required to have a RUSH seal tag installed prior to competing in any event.
2. These engines are sealed at the intake manifold, cylinder heads, front cover, and oil pan with special GM twist off bolts or cap seals. The original factory seals (bolt-type or cap seals) must remain unaltered, with the exception of the permitted Champ Part #CP100LTRB (black or silver) oil pan and oil pump pick-up tube Part #CHA-1012SB, and drilling and tapping of rear of camshaft, which must be performed by a permitted RUSH Authorized Repair/Rebuild facility listed below. Tampering, removal, or modifications of any type and/or broken factory seals, bolt type or cap seals will not be permitted other than for the permitted pan/oil pick-up installation and drilling and tapping of rear of camshaft, and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection.
 - A. RUSH Authorized Repair Facilities permitted to perform cam drilling:
 - 1) Ingram Engines (Kittanning, PA) - 724-545-2663 (Mike Ingram)
 - 2) Jennerstown Engine Technologies (Jennerstown, PA) - 814-629-8450 (Jimmy Friedline)
 - 3) Race 1 (Poland, OH) - 330-540-7223 (Brad Hibbard)
 - 4) 955 Automotive (Erie, PA) - 814-897-9559 (Jason Ore)
 - 5) Hendren Racing Engines (Rutherfordton, NC) 828-286-0780 (Steve Hendren)
3. The exception to this will only be in the event a rebuild/repair is required. This rebuild/repair must be authorized by The RUSH Racing Series office, at which time the engine may be repaired or possibly rebuilt providing all guidelines and specifications set forth in the GM Technical Manual #88958668 are met; otherwise, the GM Engine must remain unaltered in any way. Any such alteration, modification or change must be approved by RUSH. RUSH Authorized Rebuilders will be notified of any such alteration, modification or change.
4. Only RUSH seals will be accepted in the event of an engine repair/rebuild, and must be installed by a RUSH Authorized Repair Facility.
5. Engines must be sealed in all of the above locations with either the "original" GM twist off bolt heads or cap seals, RUSH seal tags, or a combination of the "original" GM twist off bolts or cap seals, and/or RUSH seal tags.
6. The sealed engines must remain intact and not be tampered with; **any seals** that have been tampered with, removed, or modified, and/or broken will make the engine illegal and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection. Modifying any internal engine parts or changing the parts from stock as delivered sealed from the factory, with the exception of the permitted Champ Part #CP100LTRB (black or silver) oil pan and oil pump pick-up tube Part #CHA-1012SB, drilling and tapping of rear of camshaft and any other alteration, modification or change approved by RUSH, will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
7. The permitted crate engines must not be altered, modified, or changed from the GM specifications set forth in the GM Technical Manual #88958668; no changes are allowed to the engine- intake manifold, heads, valve covers, front cover, harmonic balancer, or any other part or parts on or in the engine. The exception to this will be the permitted Champ Part #CP100LTRB (black or silver) oil pan and oil pump pick-up tube Part #CHA-1012SB, drilling and tapping of rear of camshaft and any other alteration, modification or change approved by RUSH. RUSH Authorized Rebuilders will be notified of any such alteration, modification or change.

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

8. RUSH GM Crate Engine rebuild/repairs must be authorized by RUSH Racing Series. RUSH GM Crate Engine rebuild/repair procedure works as follows:
- A. RUSH authorized rebuild/repair center must complete the RUSH Racing Series Engine Seal Request, Engine Parts Release, and Engine Owner & Authorized Rebuild/Repair Facility Agreement forms must be completed in their entirety and e-mailed to RUSH Racing Series office at info@rusracingseries.com to receive permission from RUSH officials for engine to be rebuilt or repaired.
 - B. Only RUSH Racing Series authorized engine rebuild/repair facilities may be utilized. The list of RUSH authorized engine rebuild/repair facilities is available on the RUSH Sprint Car website under the engine tab.
 - C. Based on the estimate and the detail of the rebuild/repair, RUSH Racing Series Officials will determine if the rebuild/repairs may be made or if a new engine must be purchased.
 - D. Upon completion of the rebuild/repair(s) the engine must be 'resealed' using RUSH seals before being released for competition.
 - E. All engine information regarding rebuild/repairs and/or engine introduction must be retained by RUSH Authorized Engine Repair Facility and turned into RUSH office at 4368 US 422, Pulaski, PA 16143 to be recorded into rebuilt/repaired engine database, which includes the engine owner, driver at time of rebuild/repair, engine serial number, repair, type of repair and/or what type of service was performed to any engine, along with RUSH seal numbers and specific location of seals.
 - F. The opportunity for an engine to be rebuilt/repaired will be at the sole discretion of RUSH Racing Series Directors upon reviewing RUSH authorized rebuild/repair center's RUSH "Seal Request and "Engine Parts Release" forms.
 - G. 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 repair facility 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.
9. Engine's GM serial number and when applicable RUSH 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 engine component. In the event the engine or specified component is to be removed, it must be removed immediately by person(s) appointed by driver and/or car owner. Refusal to surrender an engine or other engine part for inspection, exchange or confiscation, will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
11. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.

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

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

12. Any violation of the engine rules and/or factory specs outside the original GM twist off bolt heads or cap seals and/or permitted Series seal tags on the engine will result in the driver and car being disqualified from that event (loss of points and money). Multiple infractions outside the sealing system will result in the penalties stated in the "Multiple Infractions" section of the rules.
13. The engine must be centered in the front of the chassis and placed in an upright position.

ENGINE PROTESTS/SELECTION:

1. Any RUSH-sanctioned race track and/or RUSH Series Director(s) are authorized to call for an engine inspection or tear down *at any time*. Inspection and tear down will be performed by RUSH Tech/Competition Director. Person(s) appointed by driver and/or car owner will remove engine immediately at race track and track/Series will impound engine until inspection day can be arranged for all parties involved. (See paragraph number 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 \$2,000, and must be made by a driver/owner that finishes in the top five. \$300 of protest fee will go to Series or Track and the remaining \$1,700 will go to the winner of the protest.
3. The protest fee for a partial teardown of an engine that finishes the A main in the top five is \$1,500, and must be made by a driver/owner that finishes in the top five. \$300 of protest fee will go to Series or Track and the remaining \$1,200 will go to the winner of the protest. A partial teardown will include the following: cam profiled along with the timing components, lifters, and cylinder heads verified.
4. Protest and fee in cash must be made to a RUSH Tech Inspector, Race Director, or Track Tech Inspector within 15 minutes of the checkered flag of the feature. Protest cannot be withdrawn once it has been declared. Protested competitor cannot counter-protest in the same event.
5. At any time, an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed immediately by person(s) appointed by driver and/or car owner and impounded by Series/Track. Protested engine will be sealed by RUSH Official or person(s) appointed by RUSH to ensure that it has not been tampered with, and to verify engine's identity. Any refusal to permit engine confiscation will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
6. *If the protested car wishes to race in successive RUSH-sanctioned events within 72 hours (three days) the following will apply ONLY at the discretion of RUSH:* RUSH Series Officials reserve the right and also grants the right to RUSH-sanctioned speedway tech officials to seal or otherwise identify the protested engine to allow the car to compete in successive events within 72 hours (three days). Further postponement of tear-down will be at the discretion of RUSH Directors/Officials. The driver and/or owner has the option whether to surrender the engine on the night it's protested or have it identified and retained for the successive races. However, if the driver chooses to compete with the engine after its selection for tear down, and that engine is found to be out of compliance with RUSH Technical/Engine rules, the driver will be disqualified from all races entered after the engine was protested, in addition to the race when engine was protested. RUSH *may* assess penalties for *each* race in which the selected engine was used after its selection, if it is found to be illegal. If the engine is found to comply with all applicable rules, then driver/owner will be awarded all money and points earned for each event.
7. At this time, the feature finish will be frozen until inspection is complete. In the event of a disqualification, finishing position, points and monies would be adjusted accordingly.
8. Failure and/or refusal to tear down an engine and/or for your race car to be inspected by Series at any time will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
9. Inspection location will most likely be at RUSH office/garage located at 4368 Route 422, Pulaski, PA 16143. Although other inspection locations could be selected. There will be no dispute over RUSH Official's choice of location.
10. Driver and/or car owner and one other representative of the team will be allowed in the tech area during the engine teardown. Only one representative from the team protesting the engine will be allowed in the tech area during the engine teardown. Additional attendees must be approved by RUSH pursuant to a written request. Protestor and protested driver and/or car owner along with the confiscated sealed engine and/or parts must be present at predetermined location. All parties must remain present during the entire teching procedure.
11. Note: All removed original GM bolts or cap seals and/or RUSH Seals must be returned immediately to the RUSH Office.
12. Engine infractions "within the bolts" will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
13. In the event that the series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Series" will provide a full GM gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassembly.

CARBURETOR/THROTTLE

1. One unaltered Holley 750 CFM Classic HP Carburetor, mechanical secondary, calibrated for methanol part #0-80535-1, #0-80535-2, #0-80535-4.
 - a) Carburetor must pass gauge (go/no-go) test, and meet Holley OEM measurements at all times, regardless of carburetor temperature.
 - b) Booster height must remain stock OEM from Holley, no cutting or polishing.
 - c) Venturi size must be 1.375", throttle plate must be 1 11/6".
 - d) Billet base/throttle plate permitted.
 - e) Billet center sections "not" permitted.
 - f) Metering blocks and bowls must be of stock appearing design, drilling of high-speed air correction jets is permitted
 - g) Drilling, tapping, and plugging of unused vacuum ports permitted
 - h) Jets and power valves may be changed.
 - i) Drilling holes in throttle plate for proper idling permitted
 - j) Welding throttle shaft to linkage arm permitted
2. Carburetor must be mounted parallel to intake.
3. Crate Innovations BLK216 or Jones Racing Products Part # TBA carb spacer & linkage.
4. Air induction inserts or other devices to direct air to intake are not permitted.
5. Fuel regulator required.
6. A minimum of two return springs must be connected to the throttle.
7. Pipe plugs must remain in manifold heat crossover port on GM 602 crate engines.
8. No carburetor spacer permitted other than throttle linkage plate, Crate Innovations Part #BLK-216 or Jones Racing Products Part #TBA, between the carburetor and intake manifold.
9. Holley 26-342 float bowl vent tube check valves are mandated.

IGNITION:

1. Only stock OEM distributors will be permitted. Alterations and/or adjustments will not be permitted to distributor with the exception of the distributor advance curve may be locked. All other parts must remain stock.
2. Trigger-type and/or crank trigger-type ignitions will not be permitted.
3. The ignition must be mechanically driven in the stock OEM location.
4. Only the stock OEM H.E.I. ignition coil and module will be permitted.
5. One unaltered approved MSD RPM (rev) limiter box part #8727CT. The black wire must be grounded to the motor. Rev limiter box MUST be set as 6,200 RPM. The box must remain operable and working condition, prior to, during and after all racing events.

PENALTIES: *If rev limiter box is found to be not set at specified RPM of 6200, driver and car will be disqualified for the night's events and both driver and car owner will have a one-race (RUSH Sprint Car) suspension imposed.*
6. The wiring must remain as specified by the ignition amplifier box manufacturer.

PENALTIES: *If wiring is found not to be installed properly per amplifier box manufacturer's specific instructions, driver and car will be disqualified for the night's events and both driver and car owner will have a one-race (RUSH Sprint Car) suspension imposed.*
7. MSD RPM (rev) limited box part #8727CT may be inspected, confiscated and/or exchanged by RUSH Officials at any time. Failure to relinquish electronic ignition will result in disqualification (loss of points and monies) and "refusal of tech" penalties.
8. MSD RPM (rev) limiter box part #8727CT and connector lead must be mounted on the left side of the engine compartment firewall; display screen must be in clear view without removing hood.

AIR FILTER:

1. Air filter top and bottoms must be steel or aluminum; plastic air filter top or bottoms are not permitted.
2. All air shall be filtered through the filter element.
3. Carburetor inserts to direct air into the carburetor are not permitted.
4. Air boxes, hoses, or any device that directs air into the air cleaner are not permitted.
5. Hood scoop permitted, but cannot be sealed to the air cleaner assembly.

COOLING SYSTEM:

1. Crankshaft belt driven water pumps only.

- Fans, if used, must be water pump driven. Fans must be steel, aluminum, or plastic if utilized. No electric fans permitted.

BATTERY AND CHARGING SYSTEM:

- Maximum one 12-Volt sealed battery required. The battery voltage must not measure more than 14.3 volts. Step up transformer and/or any other device designed to increase voltage will not be permitted. No 16 volt or lithium batteries permitted.
- Battery must be securely mounted with positive fasteners and brackets in the engine compartment. The battery terminals must be insulated and enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
- All cars must have an ignition switch in the driver's compartment, which is clearly labeled ON/OFF and is easily accessible to the driver and/or safety crew. Engine must not run when in the OFF position.

FUEL PUMP:

- Fuel pump MUST be driven from the rear of the camshaft in conventional sprint car location.

FUEL/FUEL CELL:

- Only **pure** methanol is permitted.
- Additives such as nitrous oxide, nitro-methane, propylene oxide, MTBE, ETBE, butyl ethers, or any other performance enhancing chemical additives will not be permitted. Top Oil engine lubricant type products will not be permitted. It is the racer's responsibility to know what he or she is putting in the fuel cell.
- Series Officials may amend the fuel rule for any event, and will inform competitors.
- Series reserves the right to check fuel anytime. Three samples will be taken by RUSH or a RUSH appointed 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 an independent laboratory selected by RUSH; 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. Sample(s) will be sent to an independent laboratory selected by RUSH. Fuel samples not conforming to RUSH Sprint Car 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!

- A conventional tail tank fuel cell is required. The fuel cell must be of one piece construction of cross link polyethylene plastic. Alterations and modifications will not be permitted. Fuel cell must meet SFI Specification 28.2.
- The same fuel cell/tank must be used in the same car for the entire race program. The fuel cell/tank may be changed at the discretion of RUSH if the cell/tank has been contaminated and/or physically damaged for any unforeseen reason.
- For the purpose of inspection, the driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.
- A clearly marked fuel shut-off valve, within the driver's and safety crews reach is mandatory and must be mounted in the driver's compartment.
- On board fire suppression system is highly recommended.

EXHAUST & SOUND REDUCTION DEVICES:

- Schoenfeld Headers steel part #1022LCM2 are mandated. Modifications to headers and/or collectors will not be permitted; headers/collectors must run parallel to bottom of frame rail. Collectors or modifications to headers will not be permitted. Tri-Y, step headers, coated, ceramic, and/or otherwise, as well as merge collectors will not be permitted.
- The only permitted muffler will be Schoenfeld muffler part #63030 and will be mandated at all tracks that require mufflers. Mufflers must remain unaltered from the manufacturer and remain attached to the headers at all times. All muffler and header components must remain intact and operating. All mufflers must be welded and securely mounted. Mufflers that are mounted with pop rivets and/or sheet metal screws will not be permitted.

BRAKES:

1. Steel or aluminum rotors only; carbon fiber or carbon composite brake discs or components are not permitted.

DRIVE TRAIN/REAR END:

1. Standard conventional Sprint car style rear ends only, no midget or hybrid rear ends. Ring gear dimension minimum 10".
2. Magnesium rear end center section, bells and rear cover are permitted.

DRIVESHAFTS:

Crank, yoke, and hub assembly part # Crate Innovations CII-2001 or Jones Performance Products #TBA required.

1. Steel driveshafts only.
2. A drive line containment system; a steel torque ball housing made of a minimum of .120 wall thickness magnetic steel attached to the firewall with steel bolts is mandatory. A torque ball u-joint containment blanket is highly recommended in conjunction with the drive line containment system to shield revolving parts within the cockpit.

CHASSIS/FRAME:

1. All cars must be rear drive only
2. Roadster type chassis will not be permitted
3. The chassis must have a minimum of six mounting points for securely mounting any manufacture's seat per the seat and chassis manufacturer's specification
4. Only torque tube style drivelines, utilizing one U-joint will be permitted. The torque tube must be bolted directly to the face of the rear axle center section without any interruptions; the torque tube must be one solid piece.
5. The driver must be seated directly behind the engine; centerline of top of seat at the driver's helmet cannot be any more than 1" off centerline of roll cage.
6. All cars must have a roll cage, which is integral with the frame and does not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening directly above the seat. The roll cage should extend 4" above the driver's helmet when seated in the driving position.
7. The following frame measurements are minimum dimensions. Only those areas indicated are mandatory and subject to technical inspections. In lieu of the "butt" bar, a car's rear end can be tethered to the rear chassis. ASTM4130 normalized steel is suggested. See drawing 16.8.a.r.
8. Top rails 1 1/2" x .095", bottom rails 1 3/8" x .095" or 1 1/2" x .083". Roll cage uprights 1 3/8" x .083". Roll cage cross member 1 1/2" x .095"
9. Upper rails 1 3/8" x .083". Rear end safety "butt" bar 1" x .083" or 1 1/4" X .065 brace 1 1/4" x .065"
10. Sprint Car roll cage halos are mandatory. Halo minimum 1 1/2" x .095".
11. In 2019 all chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The new support bars must be in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be allowed at the discretion of RUSH Series Officials. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material as per RUSH current rule.

Left and right side support bars may be one of the three designs below. Left and right side support bars do not have to be of the same design.

Left and right side support bars may be one of the three options:

- A. Support bar may be designed similar to what was known as a "safety bar". It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount bar. The curve must be between 4" and 7" measured from outside of the rear upright tube to the outside of the support bar. See Diagram #16.12.1
- B. Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above (1.375 X .083 ASTM4130 normalized steel or equivalent material). See Diagram #16.12.2
- C. A support bar may be added to the top rail at a point 15" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See diagram #16.12.3

12. Slip-tubing is not allowed in the chassis construction. Any existing slip-tubing must be replaced or welded. Clamped or bolted slip tube joints will no longer be allowed.
13. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches.
14. Full size (length) nerf bars are mandated. Nerf bars must have a forward attachment point, forward of the front motor plate, and must be positively fastened with bolts & nuts. Left and right nerf bars must attach to the chassis at three points. Nerf bars may not extend past the outside edge of the tires.
15. The front bumper must not extend more than eight (8) inches from the frame and/or the measurement from the center of the front axle to the front of the front bumper must not exceed 23 ½ inches.
16. Bumpers/nerf bars must be positively fastened with bolts & nuts, hitch pins and or roll pins only.
17. For any car to be pushed off at any time the rear bumper must be in place behind the tail tank.
18. The top of the roll cage shall have a maximum outside width of 29.5 inches. Bracing that would prevent the driver's ability to exit through the opening and/or inhibit safety/rescue workers ability to extract the driver will not be permitted.
19. The cockpit horizontal middle frame bar will have a maximum outside width of 32 inches.
20. The bottom frame rail will have a maximum outside width of 26.5 inches.
21. All tubing utilized in the construction and/or fabrication of the main frame must be round in shape. Any other shapes, such as elliptical (oval) tubing will not be permitted.
22. Only steel or aluminum floor plans will be permitted.
23. The minimum wheelbase will be 83 inches. The maximum wheelbase that will be permitted will be 90 inches. Centerline rear axle to front king pin center line.
24. Front anti-roll torsion bar assemblies (sway-bars) will not be permitted.

STEERING & SUSPENSION:

1. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
2. No independent suspension
3. No rack and pinion steering allowed or any type of steering dampeners permitted.
4. Welded aluminum or titanium suspension parts prohibited.
5. No electronic weight, shock, sway bar or any other suspension item adjuster permitted.
6. Radius rods must be constructed as a solid piece of round tubing with provisions for a rod end on each end. Radius rods must be attached to the chassis and axle attachment points with said rod ends and no other devices between rod ends and attachment points will be allowed. Radius rods may not be attached within the confines of the cockpit. Devices that are designed to change the length of a radius rod in any way while the car is moving will not be allowed. Items such as but not limited to springs, air chambers and/or shock absorbers will not be allowed in any form on radius rods.
7. Radius rod protectors will be permitted. Vertical openings 10" in height x 24" long and extend no more than 4" from outside edge of lower frame rail.
8. Maximum of four torsion bars; no coil over type suspensions permitted.
9. Drag links must be made of 4130 steel with a minimum of one (1) inch in diameter and a minimum material thickness of .058 inches with magnetic steel rod ends. Tie rod and left front radius rod must be 4130 steel with magnetic steel rod ends. Swedging of the tubing for the left front tie rod and drag links will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.
10. Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be permitted.
11. Front axles must be made of magnetic steel. Maximum width is 54" measured on centerline of axle with a minimal tube diameter of 2 1/4". Axles with a tube diameter of 2 1/4" must have a minimal wall thickness of .120". Axles with a tube diameter of 2 3/8" or 2 1/2" must have a minimal wall thickness of .095".
12. Front hubs are to be constructed of aluminum or magnesium only.
13. Approved front axle tether systems are *highly recommended*. The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a "kingpin to kingpin" tether that will attach to the axle clamp/band or pass through the loop of wrap style axle tethers. Tether cables should be installed using the manufacturer's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions. 2019 was the last year "bolt to bolt" radius rod axle tethers were allowed. As of January 2021 all axle tether systems must clamp to or wrap around the axle per the manufacturer's instructions.

14. Torsion arm stops are mandated on both sides of the front torsion bars. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other Series approved torsion arm stop design. Torsion arm stops must be installed and used in accordance with the manufacturer's instructions. The following torsion bar stops(s) are recommended:

- Moose Block 1200 Retainer Kit
- All Star Performance All Star 10730 Retainer
- Maring Safety Retainer
- Butlerbuilt Mandrel
- KKR Grove and Clip
- Kaeding Clip
- DMI – T-REX (Torsion Restraint Express System)
- Schroeder Part Number "BARS" (for Schroeder bars with relief in ends), Schroeder Part Number: "RWLAR" (Wedge Lock)
- Schroeder Part Number "RWLAR" (Wedge Lock)

The recommended torsion arm stops part #'s may be revised from time-to-time.

EXOTIC MATERIALS:

All exotic materials are illegal including titanium, tungsten and/or carbon fiber. Exception: magnesium rear end center section, bells, and rear cover along with wheel centers, and front axle hubs will be permitted. Carbon fiber seats will also be permitted. No other magnesium parts will be permitted.

WHEELS:

1. Only aluminum wheels will be permitted. Plastic and/or carbon fiber wheels are not permitted.
2. The wheel diameter must be 15".
3. The wheel width for drive wheels is limited to a maximum of 18" on the right rear and a maximum of 15" on the left rear.
4. A RUSH approved tire bead locking device must be utilized on the outer bead seat of the right rear tire and wheel assembly.
5. All wheel centers must be aluminum or magnesium only and are subject to RUSH approval.
6. All bolts are mandatory in bead lock and wheel centers.
7. Tire bleeders of any kind, working or non-working, *will not be permitted*. Valve stem/plug may be utilized in wheel that may have been previously equipped with tire bleeder.

WHEEL COVERS:

Only steel wheel cover fasteners permitted. It is highly recommended that wheel covers have a minimum of 5 mounting points. However, 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: Wheel covers having a minimum of 5 attachment points may continue to use steel dzus fasteners. Dzus fasteners must be made of steel only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 1/4" or 5/16" magnetic steel hex head bolt and an approved fastening (nut assembly) system.

Approved fastening (nut assembly) systems:

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

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

TIRES:

1. Front Tires:
 - Any 8" wide front Hoosier Tire is legal. Hoosier 85.0/8.0-15 D12, D15, or D20 are recommended.
2. Rear Tires:
 - Left Rear:
 - RUSH 92.0/14.0-15
 - RUSH 94.0/14.0-15
 - RUSH 96.0/14.0-15
 - SC12 98.0/14.0-15
 - Right Rear:
 - RUSH 103-14.0-15

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 Hoosier tires; front or rear. 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 Hoosier tires. 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).

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

Burn-off: Newly-sanctioned speedways that previously had a crate engine Sprint Car program will be permitted a burn-off period for previously allowed tires determined by Series Directors.

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

2. **WARNING:** RUSH and Hoosier Racing Tires strictly forbids any chemical alteration of the tire carcass and/or tread compound such as tire soaking or use of tread "softener". RUSH and Hoosier Tire strictly forbids the physical defacement (removal, altering, or covering) of tire sidewall markings in any manner. Failure to comply with this warning could result in premature or catastrophic tire failure and may result in serious injury or death.
3. RUSH or RUSH appointed Track Officials may take physical samples to ensure that no competitor has employed any chemicals to alter the performance of his or her tires at any time during the event.

Three samples will be taken per selected tire; samples will be taken by RUSH or RUSH appointed 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 an independent laboratory selected by RUSH; 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. Sample(s) will be sent to an independent laboratory selected by RUSH.

Tire samples not conforming to manufacturer's submitted factory benchmark will be deemed illegal. Results are the sole property of RUSH. Driver and/or car owner will be notified of results, and in writing if tire sample(s) do not match the factory benchmark.

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, owner and/or appointed team representative may be in the tech area to view what is being tested.
5. 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 be 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 for any reason by a RUSH Official will result in a \$750 per tire fine and 45-day suspension from all RUSH-sanctioned events in addition to any other fines and penalties. All decisions are final.

SHOCKS:

Shock absorbers are restricted to the following six part numbers manufactured by Bilstein on a proprietary basis for the RUSH Sprint Car Series:

- RUSH7 1-5
- RUSH7 4.5-5
- RUSH8 4.5-4.5
- RUSH8 5-3.5
- RUSH8 8.5-3
- RUSH8 7-3

Each shock is identified by the word RUSH then the stroke length of the shock. The following number after the stroke length number is the rebound damping value expressed by a whole number, a dash, then the compression damping value expressed by a whole number. Example: RUSH7 1-5. This is a 7" stroke RUSH shock with a 1 rebound and a 5 compression, and would be referred to in the industry as an "easy up".

Suggested RUSH Sprint Car Bilstein Shock Setup Guide is available here:

<https://www.rushsprintcars.com/Bilstein%20Shock%20Setup%20Guide%20Sprints.pdf>

Only RUSH Sprint Car Series shocks by Bilstein may be used in competition at any location on the race car. Only one shock absorber is allowed per wheel.

Shock covers permitted, but must be removed for all technical inspections.

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.

No additional components may be added to the torsion arm or other suspension components to help control the suspension, such as but not limited to additional shocks, springs, spring arms etc.

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, no bump cups.

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.

RUSH Racing Series Officials reserve the right to technically inspect, exchange and/or confiscate any specified Bilstein sealed shock at any time.

PENALTIES FOR SHOCK VIOLATIONS: Disqualification from event (loss of points and money) in addition to the following penalties:

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

WEIGHT:

1. 1550 lbs. with driver after the race.
2. The scales designated for the event will be considered the official scales for the event.
3. Any car that is found light at the scales following qualifying/time trials will lose its time and start from the rear of a heat. Any car that is light at the scales following a heat race, B main/consoy, or feature will be disqualified from the event.
4. Additional bolt-on weight will be permitted, but MUST be mounted and fastened to the frame and/or chassis in a secure manner. All additional bolt-on weight MUST be mounted and fastened in the area between the bottom frame rails, front and rear axles, and no higher than midrails at cockpit. All weight MUST be mounted within confines of frame. Bolt-on weight must be painted white with car number. No weight may be added during yellow or red flag.
5. Any car that loses any weight/ballast during an event may be subject to a penalty.

BODY:

1. Only standard type Sprint Car bodies, tail tanks and hoods permitted.
2. An effective firewall must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.
3. Carbon fiber material or its derivatives is not allowed for any body panels or other components.
4. Side foils, rudders and/or panels that extend beyond the rear of the cage support bars will not be permitted.
5. Nose pieces and/or the top portions of the hood must not extend forward of the leading edge of the front torsion tube. Torsion tubes must be positioned in what is considered a conventional location. The hood side paneling or other side body pieces must not extend forward of and/or below the front axle.
6. Front sun visors must not extend forward more than 9" from the front of the forward most edge of the roll cage/halo tube, and may not be wider than the width of the roll cage. Sun visors must be flat on both sides. Sun visors may not obstruct driver's vision and will be at the discretion of RUSH Officials. No side window visors; left or right.
7. Wedges and/or foils underneath the racecar will not be permitted.
8. Pieces that are added to the basic frame to resemble imitate and/or be specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the motor and the brake system will not be permitted.
9. Mirrors of any type will not be permitted.
10. All cars will be required to run a full sprint car type hood. Side panels covering the sides of the engine and/or vertical spill plates may not extend vertically more than 1" higher than any part of the hood covering the engine bay behind the front engine mount.
11. The driver's right side opening must be a minimum of 10" vertical at any point and a minimum of 19" horizontal at any point. See Drawing 16.7.J. The left side paneling may extend to but not forward of the support bar. See Drawing 16.7.K. The use of a left side arm guard as part of the paneling is acceptable as long as it or any other part of the paneling does not prevent left-side driver entry or exit at the discretion of RUSH Officials.
12. Safety bar(s) and/or arm guard paneling that protrude outward from the frame rails for the purpose of creating room for the driver will be permitted. The guard(s) and/or paneling will be permitted to extend a maximum of 7"-inches as measured from the outside edge of the middle frame rails and must remain above the middle frame rail. The sole purpose of this area is creating elbow room for the driver. The elbow room must remain above the upper "middle" frame rail and may not extend rearward of the leading edge of the rear axle. Reference 15.7 P for additional information concerning body panels.
13. A maximum 1 ½ inch wide by 20-inch-long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees.
14. Other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material.
15. Side body panel designs and/or concave surfaces that are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted; to be determined at the sole discretion of RUSH Officials.
16. Water radiators, battery and any remote engine accessory "must" be within the confines of the main frame tubes located between front axle and rear engine mounting plate.
17. Panels attached to nerf bars will not be permitted.

Gauges and Dash Modules:

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

4. All additional wiring harnesses related to electronic dash modules or any other type of data acquisition must be completely removed from the race vehicle during an event.

TRACTION CONTROL/RADIO/TRANSMISSION DEVICES:

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

DRIVER RADIOS:

1. All drivers are required to have a one-way radio to be utilized for communication from Track and/or Series Officials. The one-way radio must be working and active prior to any 'on-track' activity. Two-way radios, crew-member to driver and/or any other means of electronic communication, other than the one-way radio, will not be permitted.

TRANSPONDERS:

1. Only approved transponders (lap timing and/or lap time recording devices) permitted (see each track's rules or RUSH Touring procedures for more info).
2. When required, transponders shall be located on the right side behind the front torsion bar tubes on the vertical bracket (see Drawing 16.11.1.E below) unless another area is determined by RUSH or Track Officials. The fitted transponder box shall be mounted as close as possible to the ground, but not protrude below the frame rail. It is the responsibility of the competitor to ensure that the transponder is in quality working condition, fully charged and is securely mounted and is in a suitable position with brackets as outlined above. It is in everyone's interest that transponders are suitably and securely attached and are in good working condition.

SAFETY / PERSONAL SAFETY EQUIPMENT:

General

1. Each competitor is the 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.
2. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.
3. 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.

Halos

1. Sprint Car roll cage halos are mandatory. Halo minimum 1 1/2" x .095"

Protective Clothing

1. All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label on the outside of the uniform. Uniform must be worn at all times when driver is on the track including engine starts, practice, and competition.
2. Driver's gloves and shoes must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label. Drivers must wear gloves and shoes at all times when they are on track including engine starts, practice, and competition.
3. All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, and socks at all times when they are on the track.

Full Containment Seats

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

Seat Belt/Restraint System

1. Each car must be equipped with minimum of an SFI 16.1 or SFI 16.5 approved restraint system. Restraint system will be eligible for use in competition until the expiration date or for two years from the date of manufacturer.
2. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions.
3. In any type of manufacturer's installation, the fasteners must be as supplied by the manufacturer. The seat belts must be mounted to the chassis per the manufacturer's instructions. No belts to seat installation will be permitted.
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.

Arm Restraints

1. Arm restraints with a 3.3 SFI certification are mandatory and must be worn at all times during competition; must be connected and used as instructed by the manufacturer.

Helmets/Head & Neck Restraints

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

Rock Screen/Windshield

1. A magnetic steel rock screen (windshield) with a minimum thickness of 0.090" is mandatory and must be securely fastened to the roll cage, i.e. with split and/or hose clamps.

Fire Suppression

1. Fire suppression systems are highly recommended.
2. If a fire suppression system is installed, it must be installed securely and meet or exceed SFI 17.1 specifications. Systems installed for 2022 should be at least 5 lbs. system securely mounted with brackets specifically made to attach to roll cage or frame. Mounting must be approved by RUSH Series Officials.

Roll Bar Padding

1. Only SFI 45.1 roll bar padding may be used. Knee, steering pads and/or padding may be utilized.

Personal Safety - Other RECOMMENDED

1. No sharp and/or protruding edges in and around the cockpit.
2. All teams should have an easily accessible 2.5-gallon FFF fire extinguisher or its equivalent at the back of the team's transporter.

GENERAL CAR INSPECTION:

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

FINES, PENALTIES, SUSPENSIONS & APPEALS

PRE-RACE TECHNICAL VIOLATION:

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

REFUSAL OF TECH

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

MULTIPLE INFRACTIONS:

In the event driver and/or car is disqualified in post-race tech for the same technical rules infraction twice (excluding engines within the sealing system, tires, fuel, and shocks, springs, suspensions rules- see each rule for specific penalties), driver and car will be suspended for 7 days from all RUSH-sanctioned events. Each successive infraction will carry an additional 7-day suspension.

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

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 compete 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:

Owner suspended for any infraction will carry over to **ALL** RUSH-sanctioned divisions and will preclude owner from competing at **ANY** RUSH-sanctioned event until suspension is lifted. Driver suspended for any infraction will carry over to **ALL** RUSH-sanctioned divisions *unless* driver competes for a different car owner in other division(s). RUSH reserves the right to make judgment on a case-by-case basis and will have final say on eligibility to compete.

SPEEDWAYS CONTRACTING RUSH TO UTILIZE RUSH ENGINE SEALING SYSTEM:

In the event an engine infraction occurs at a speedway that has contracted RUSH to *only* utilize the RUSH Engine Sealing System, imposed fines, penalties, suspensions, etc. *may* carry over to RUSH-sanctioned competition for driver and car owner. Contact RUSH for listing of speedways, which *only* utilizes the RUSH Engine Sealing System.

LEGALITY OF PARTS:

If RUSH or Track Tech Inspector is unsure of the legality of a part, said part will be sent to GM or to RUSH Office for inspection. At this time, finishing position will be frozen until legality of said part is determined. In the event of a disqualification, finishing position, points and monies would be adjusted accordingly. **ALL ILLEGAL PARTS WILL BE CONFISCATED & DESTROYED!** Not allowing confiscating of parts is considered "cheating within the bolts" and said penalties will be imposed.

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE:

The decisions of RUSH officials or promoter at an event, including the interpretation and application of rules and the scoring of positions, shall be FINAL, BINDING, and NON-APPEALABLE, except in the case of a suspension or fine, which is further explained in the SUSPENSIONS/FINES & APPEALS category.

All participants, as a condition of participating in an event, agree that ALL decisions of officials or the promoter, regarding the interpretation and application of the rules, and the scoring of positions, shall be NON-LITIGABLE. All participants further covenant and agree that they will NOT initiate any of legal action against Great Crate Racing Northeast D/B/A RUSH Racing Series, the promoter, and officials to challenge such decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. If a participant pursues any such legal action, which violates this provision, then the participant and/or owner expressly agrees to reimburse RUSH for ALL of its ATTORNEY FEES and COSTS IN DEFENDING AGAINST SUCH LEGAL ACTION.

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

APPEALS PROCESS:

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

Driver and/or car owner has the opportunity to appeal his or her sanction and must do so in writing accompanied by any relevant documentation. Appeal must be in writing and e-mailed to the RUSH Office at info@rushracingseries.com within 48 hours of notification of violation.

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

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

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

MISREPRESENTATION

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

DRAWINGS:

#1 Support Bar

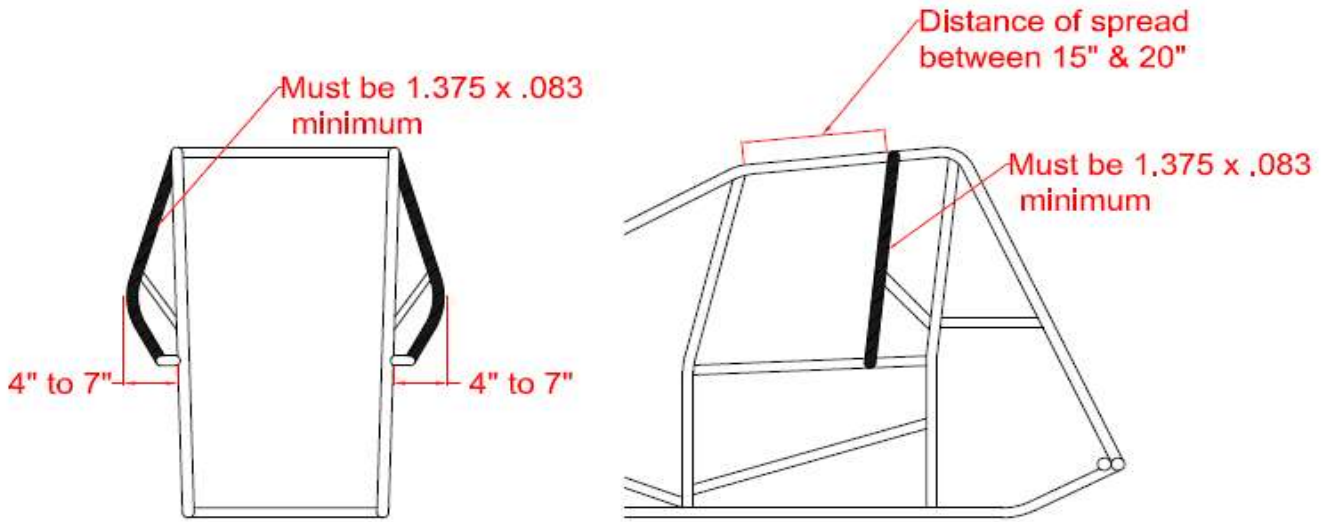


Diagram 16.12.1
By Tom Devitt

#2 Support Bar

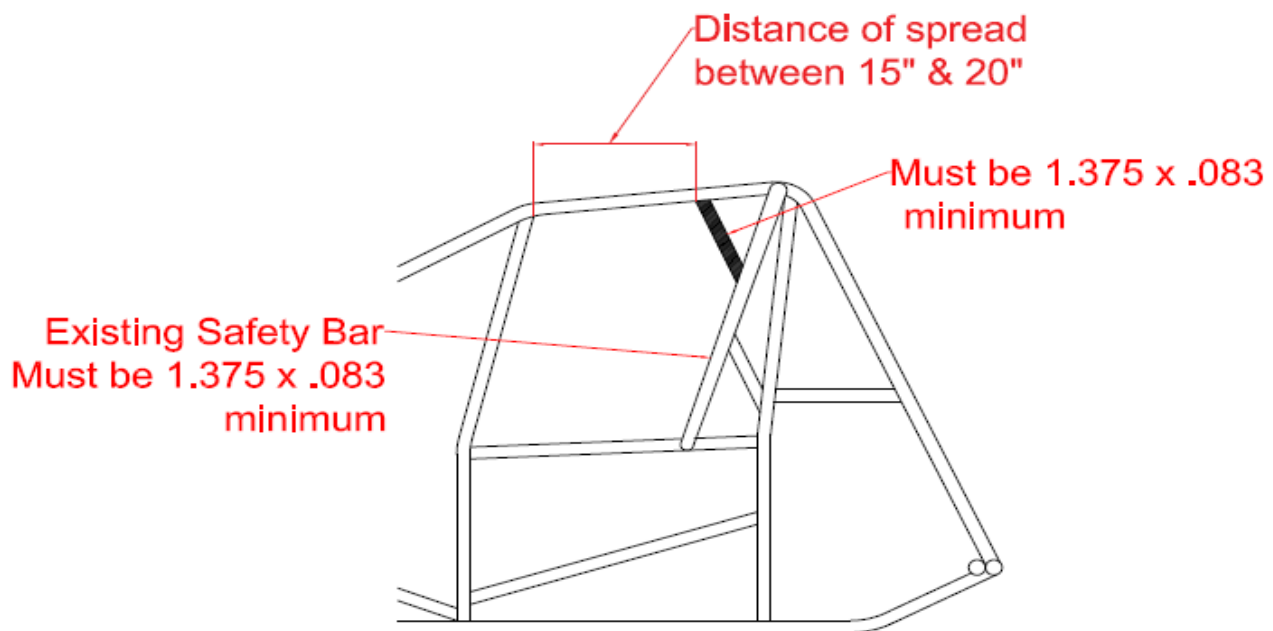
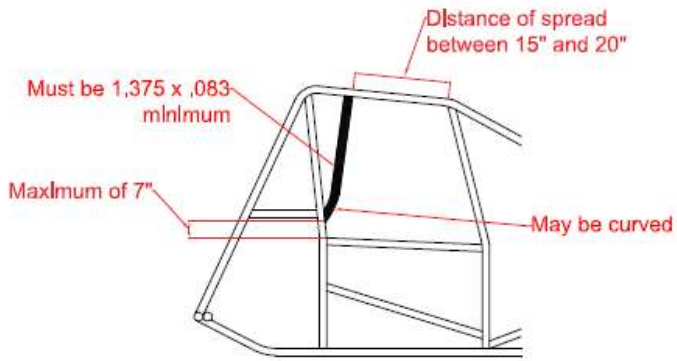
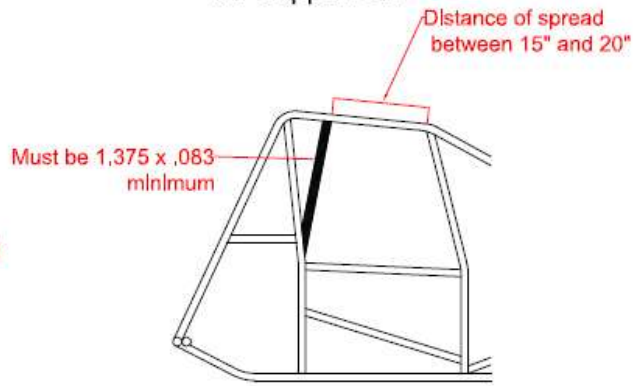


Diagram 16.12.2
by Tom Devitt

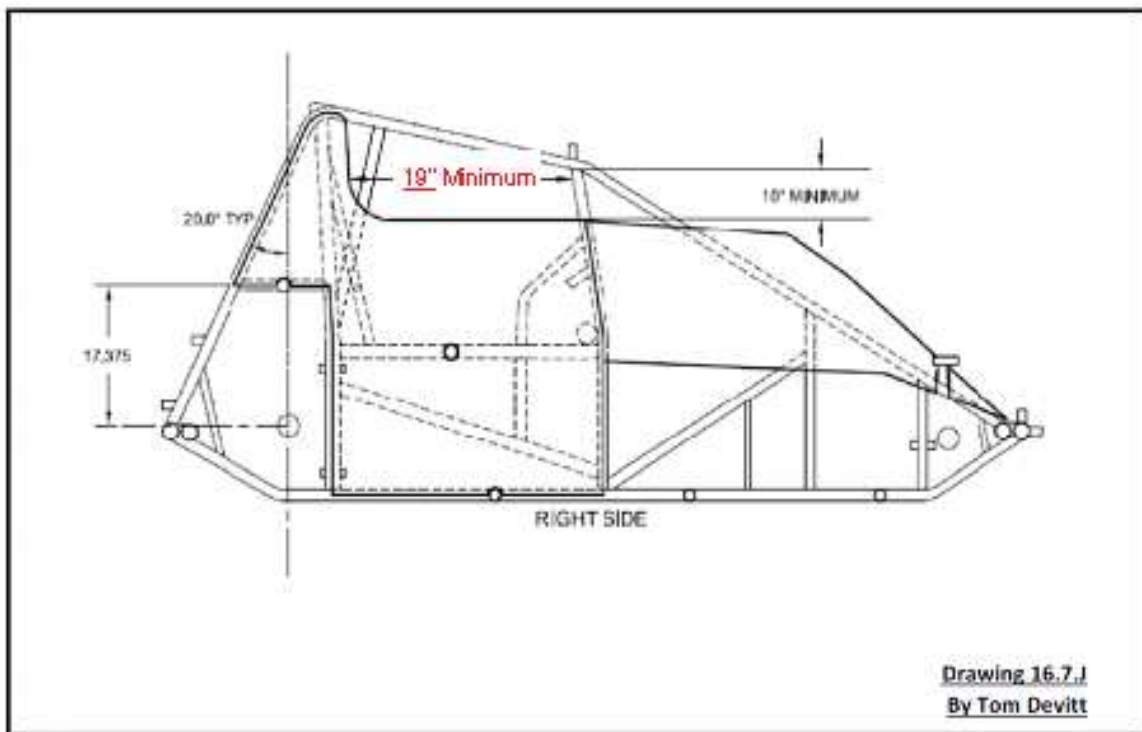
#3 Support Bar Curved Option

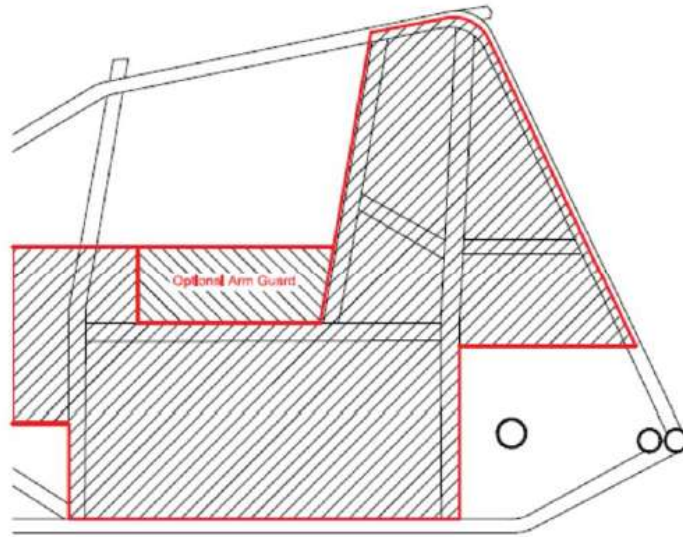


#3 Support Bar

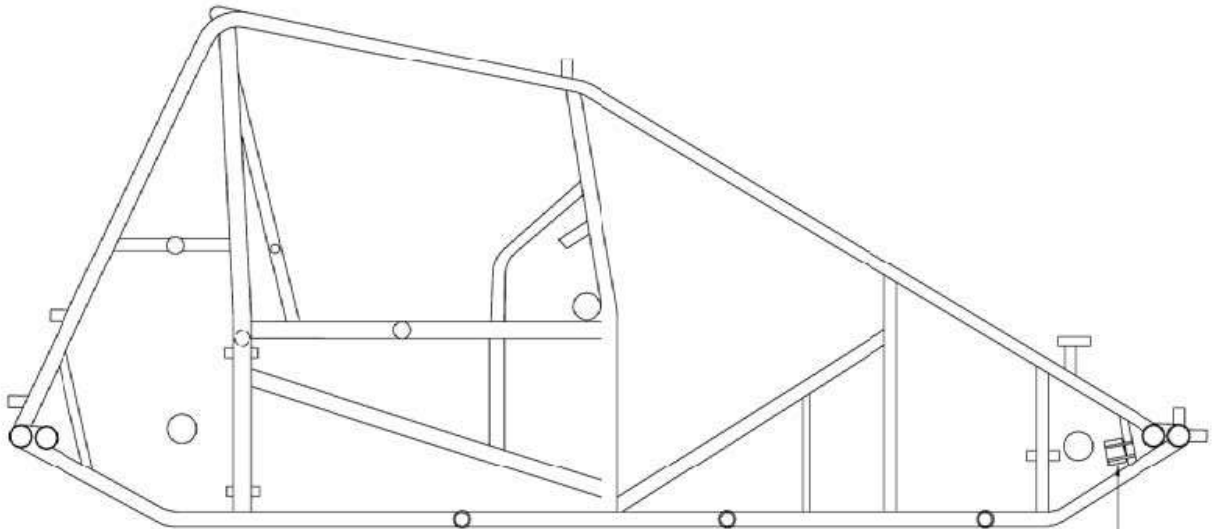


Drawing 16.12.3
By Tom Devitt

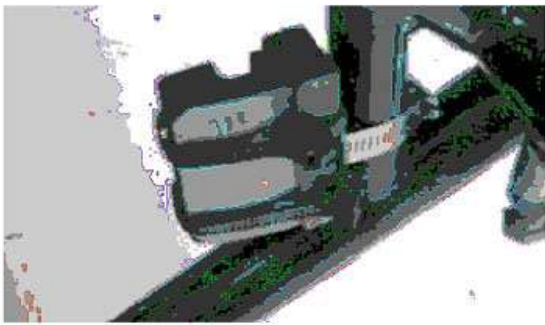




Drawing 16.7.K
By Tom Devitt



AMB TRANSPONDER
(SEE PHOTO)



SPRINT CAR TRANSPONDER LOCATION

	DWG #: 16.11.1.E
DRAWN BY:	BARRETT WAGONER
CHECKED BY:	CARLTON REIMERS
UPDATED BY:	BARRETT WAGONER