



2018 Millerstown Pic-A-Part DIRTcar / Rush -Pro Stock Car Rules and Safety Specifications

- CARS:** GM Metric Passenger Cars: 105" minimum wheel base in accordance with factory specs. No Jeeps, 4 WD's, pick-up trucks, station wagons, or convertibles. No front wheel drives. No sunroofs or T-tops. Cars must remain stock, except for modifications listed below. **TO AVOID UNDUE EXPENSE AND WORK, PLEASE CHECK WITH THE TRACK BEFORE YOU BUILD A CAR.**
- GM Metric Frames:** Must be stock for year make and model from center of rear spring pocket to the steering box. Minimum 105" wheelbase. Square tubing permitted in rear section of frame for fuel cell mounting. No front snout modifications. No remanufacturing up to back of spring pockets.

NOTE: a homemade frame may be constructed using steel rectangular tubing only with a minimum specification of 2" x 3" .120 wall thickness. The 2" x 3" dimension must be in a vertical position. If using this option, it must start at rear of the front stock OEM sub-frame and continue all the way back to the front of the OEM rear subframe. At the termination of the mid-rail, a stock "OEM" frame section must be used and to include stock "OEM" front spring brackets, and continue including the stock shock mounts. From the rear of the shock mounts 2 x 3 box tubing may be continued to make up the rear of the chassis. Springs and locating bars for rear will be measured and compared to stock specifications for legality. The proper construction of this frame option on welds, cross members, roll cage and brace tie-ins will be up to the discretion of the officials. An X brace must be constructed to tie the frame rails together at the front cage loop, passing under the driver's seat. Frames must be kicked out equally on the right and left sides. Roll cage must mount on both kick-outs only. See diagram below for frame dimensions:

A-37.25-inches from center to center of bumper cylinder lower flange mounting holes.

B-26.375- inches between side rails at lower steering gear bolt area, to idler arm mounting area.

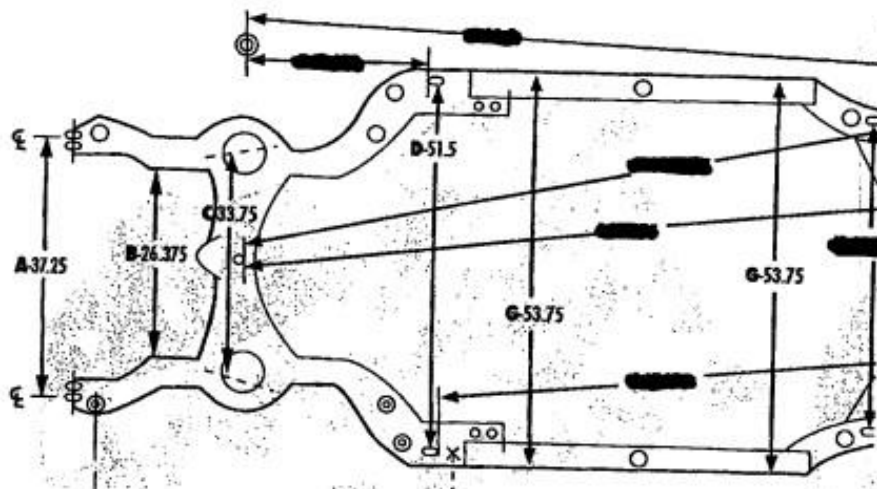
C-33.750- inches upper control arm mounting brackets at front shim area.

D-51.5- inches from inside edge of slotted hole, to inside edge of slotted hole. Front firewall can be located no farther back than rear edge of this hole.

G-53.750- inches from outside edge of frame rail.

Effective 2019 Johnson Chassis front stub will be legal.

GM METRIC FRAME



- MOTOR SETBACK:** Engine set back allowed. Center of number 1-cylinder spark plug must align with the ball joint.

- 4. ROLL CAGE:** Must be at least 4-post design with min. of 3 door bars per side. Should be “X” braced behind driver. No offset cages. All cages must extend from door to door. DOM tubing of minimum 1 ½ O. Dia. and .085 minimum wall thickness. Driver’s area should be padded and taped, including headrest. Roll cage must extend above driver’s head. Center bar must extend above driver’s head from front to rear of cage. Front and rear hoop is permitted. No screwed pipe fittings allowed. The front down tubes must be no further than 21-1/2” back of the front body mount and must extend to the front of the top roll cage. Rear main cage uprights must not pass rear trailing arm mounts. Mounts must be in stock OEM locations. There must be at least 3 horizontal bars on both sides of the car connecting the uprights on the driver’s side of the car in the door cavity and at least one bar must be extended to the outer door skin for added driver protection. Bars must have at least one set of vertical supports between uprights. Driver and passenger must have window vent bars. **No left side offsets. Driver’s door must be plated. A minimum of 2 inches clearance from top of drivers helmet to the bottom of the top roll cage.**
- 5. SUSPENSION - FRONT:** All mounting points must be stock. Must have conventional style steering box with center link, idler arm, and pitman arm. Tubular lower control arms are permitted. Front springs must be in stock location. All suspension parts must be steel. Adjustable tubular upper control arms allowed but may not be in reach of the driver. Any ball joint allowed.
- 5.1. REAR:** Rear end must be mounted only with two upper and two lower control arms. No panhard bars, lift bars or torque absorbing devices allowed. No chains or any device may limit suspension movement. Control arms must be factory length. Shocks must mount to leaf spring pad or lower control arm mount. Coil springs must mount on top of rear housing. **AFTER MARKET TRAILING ARMS ARE ALLOWED BUT MUST BE OEM SPEC. ADJUSTABLE WEDGE BOLTS ALLOWED ADJUSTMENT MAY NOT BE IN REACH OF THE DRIVER.**
- 5.2. SHOCKS:** **Any shock allowed** (no Schrader valves or Coilovers allowed). 1 shock per wheel. **There will be a claim on shocks. \$250.00 per shock. Must follow claim procedure. Driver allowed only one claim per event. Top five finishers must report directly to claim area and are subject to claim by any eligible driver finishing fifth forward to first in feature that is scored on the lead lap. Furthest finishing car finishing first to fifth will have first priority to claim. Claims must be made no later than 10 minutes from posting of finish. Claim must be made in CASH ONLY and presented at the time of claim. Intention of making a claim must be made at the scales following the feature. From there, the claimed driver and car should report directly to the tech area. Failure to report directly to claim area will result in disqualification, loss of money and points for that night. Any further failure to comply will result in further disciplinary action. Claimant will give money to pit steward, owner of claimed car will remove shock(s).**
- 5.3. SPRINGS:** Must be in original location. Conventional steel springs only (NO COILOVERS)
- 6. WHEEL AND TIRES:** Cars must have reinforced wheels (RACING WHEELS PREFERRED) and oversized lug nuts and studs. All 4 wheels must be same size in diameter. **Wheels 10” wide maximum.** NO aluminum wheels. Bead locks may be used on all four corners. **UMP TIRE RULE ONLY HOOSIER LM 20,30,40.** Softening of tires are prohibited tire must not exceed the benchmark supplied by tire manufacture. Grooving and siping allowed.
- 7. BODY AND CHASSIS:** All bodies are to be stock appearing and resemble a factory production vehicle from front to back, no offset bodies. Body panels are to be steel or aluminum. No flat panels. Tops of doors, fenders, and quarters are to have radius bends or three step bends to appear rounded. All body curves should resemble factory dimensions. Roofs must maintain stock dimensions for model being used, aftermarket fiberglass roofs are O.K. No flat sheet metal roofs. Aftermarket flexible plastic nose and tail pieces recommended. Front nose and fenders must contour with the body lines and not point or stick off more than 1 1/2". Rear bumpers must not stick out past the body line. **Rear filler panel from frame rail to frame rail is mandatory.** NO Late Model Noses (no MB3 noses).

Approved front nose pieces:

Performance Body Classic Dirt Nose part no: PERC11040 – PERC18040

All Star Performance Monte Carlo Nose part no: ALL23030 – ALL23035 and ALL23010 – ALL23028

***For 2019 Noses and rear covers must be stock appearing, no slopes of any kind will be allowed.**

Drivers are encouraged to start the process in 2018 for mandatory 2019 modifications.

THE FOLLOWING DIMENSIONS MUST BE MAINTAINED:

- Rear spoilers are allowed on all cars with a 6" maximum height. Middle spoiler support allowed.
- Rear deck height should be no more than 43" and no less than 40"
- No part of the body may be wider than the tire by 1 inch. Max body width 80 inches.
- Roof side panels may not be longer (front to back) than 41 inches.
- Roof side panel's furthest rear point may not be more than 15 inches behind the axle's center line.
- Minimum window opening height of 14 inches.
- Roof may not have more than 2 inches of front to back rake.
- No bracing or rubrails outside of body.
- Measurement from center of front hub to front of nose can't exceed 50".

Officials reserve the right to reject any car body that does not look or fit properly.

7.1. BODY INTERIOR: Drivers compartment must be totally sealed and constructed in a safe manner as to protect driver from a fire. Interior must be made of metal, no plastic. Driver's floor pan should be made of minimum 18-gauge steel or 1/8 aluminum plate. Driver's door bars should be sealed off or plated with minimum 16-gauge steel. Must have working fire extinguisher within driver's reach. It is highly recommended that the passenger side window be a minimum of 14 inches measured from the deck to the top roll cage bar.

7.2. SAFETY: Must have racing seat that is securely mounted to frame in a minimum of 4 spots, with a minimum of (4) 3/8 bolts, (2) on the bottom and (2) on the back of seat. No fiberglass seats. Must have an approved racing-style 5-point hitch racing seat belt and shoulder harness with 3" wide straps. Belts must not be older than 3 years (manufacturer dated). Roll cage must be securely mounted to frame (gussets recommended). **Must** have window nets. Must have full face-shield racing helmet. Fire retardant racing suit, hood, Nomex underwear, racing gloves, and neck support collars highly recommended. Must have working fire extinguisher (with pressure gauge) securely mounted within driver's reach. Safety chain on left side of motor or solid motor mounts permitted. Must have front drive shaft loop. Neck support collars or head and neck devices are highly recommended. Full containment seats and highly recommended. Driver's seat must be mounted in original area. **MUST have tow hooks at front and rear of car, attached to frame and extending above bumpers.**

8.1 2017 Simpson Safety Bulletin

SFI has mandated a change to their labels for the following Specifications which was implemented on January 1, 2017 (please see notice below):

- Driver Restraints 16.1, 16.2, 16.5, and 16.6
- Window Nets 27.1
- Roll Cage Nets 37.1

The new labels will no longer have to be date punched. Instead they will have an expiration date already stamped on them. The new labels will be issued in 6-month intervals. The first ones issued from January 2017 through June 2017 will have an expiration date of June 2019. The labels will then change in July. The ones issued from July 2017 through December 2017 will have an expiration date of December 2019 and so on.

- 8. FUEL:** Racing fuel allowed, 50/50 Mix with pump gas recommended. NO E85, NO Oxygenated fuels of any kind.
- 9. FUEL CELLS:** Must have an approved fuel cell inside 18-gauge steel container (or equiv.), with four (4) hold-down straps (1/8" x 1" minimum) installed inside the frame rails. Cell supports must be mounted to frame rails in a secure manner. NO fuel lines inside car. Fuel cell must be at least 12" from ground. Rear hoop must wrap around and be above fuel cell for protection. Integral ball check valve mandatory for filler neck and vent tube. Maximum 22 US gallon located in trunk area only. No access holes for filler neck. **Must have bladder or foam- Mandatory**

- 10. BATTERY:** Battery may be located in any position. It must be enclosed in a six-sided metal box when mounted inside the driver's compartment and must be securely fastened to the car with at least two (2) straps securing the box to the cage or frame; NOT TO FLOORBOARDS. **No lithium batteries. Battery needs to have a plastic or rubber cover over the terminal area.**
- 11. BRAKES:** Operable and effective brakes mandatory at all times. All brake components must be steel, except pedals and master cylinders. Any master cylinders allowed. Calipers must be factory, single piston steel components. Speedway may conduct brake tests during the season. **You must have at least three working brakes.**
- 12. CLUTCH & TRANSMISSION:** Standard Bert, Brinn and Winters racing transmissions allowed no light weight or ball spline transmissions. Bert part # BER200, Brinn part # BRI70001 or WIN60100 only no Magnesium transmissions, Bellhousings or flywheels. Cars MUST have working reverse. No over or under drives. Standards must have an operational external clutch. All transmissions must be mounted in a safe manner. 360-degree blow proof bell housing is **Mandatory**. Any GM flywheel and pressure plate allowed. Must be steel. Triple Disk Clutches allowed. **If a cast iron case transmission is used on an aluminum or magnesium bell housing, it must either have a rear transmission mount or be tethered.**
- 12. TECH INSPECTIONS:** After feature, Top three (3) finishing cars will be checked (time and weather permitting). Track reserves the right to randomly spot check any other car(s) running in a race. Any car(s) that is found NOT CONFORMING TO TRACK RULES will NOT be paid and will NOT receive points for that night. Tech rulings may not be made the night of the race. Rulings may be made the following week and may include penalties may include fines, point reductions, DQ or suspensions.
- 13. WEIGHT:** Cars MUST weigh, with driver, a minimum of 2900lbs for 604 motors and 2700lbs for 602 motors. ALL cars finishing feature MUST weigh at scales before entering Pits, failure to do so will place car last in pay-off. Track reserves right to check weights after Heat races.
- 13.1 BALLAST WEIGHT:**
- 13.1.1 If Ballast weight is needed to make total weight it must be securely bolted to the inside of both frame rails.
 - 13.1.2 All weight packs must have a minimum of two ½" securing bolts/studs of grade 5 or higher. These bolts/studs must be securely anchored to the frame by a suitable clamp. No bolts/studs welded to the frame will be permitted.
 - 13.1.3 All weights must be painted white and carry the car number in a legible fashion.
 - 13.1.4 White duct tape marked with a wide black sharpie marker is acceptable for a one (1) race/night grace period only.
- 14. REAR END:** Floater rear ends allowed. No adjustable rear end leaf spring shackles. No pitman arm adjustments. No aluminum or titanium rear end parts. Rear end differential must be locked. No gold trac units. No quick-change rear ends. No 3 link, torque links, pull bars, lift bars, birdcages, or panhard bars permitted of any sort. **No weight bolted to rear end housing.**
- 15. DRIVESHAFT:** Must have a 360-deg. safety loop/strap around front of driveshaft and a 180-deg. strap under rear of shaft. Shaft must be painted white. Steel only.
- 16. MIRRORS/RADIOS:** No electronic communication devices (radios, transmitters, etc.) in race cars. No mirrors allowed.
- 17. RADIATOR FAN:** Radiator fan must be steel only. Electric fans are permitted.
- 18. TRACTION CONTROL:** No traction control devices of any kind, manual or electronic.

19. Electronics – The AMB-IT electronic timing and scoring system is utilized for scoring purposes. All cars must be equipped with a working transponder. While track and officials attempt to ensure that all transponders are adequately working at all times, it remains the driver’s responsibility that their transponder is working properly.

Once you have your transponder, you will need to provide us with the ID number to enter in our scoring system. Transponders must be mounted on the right rear frame rail a minimum of 12” from the rear axle centerline. The transponder must be mounted vertically with no obstruction between the transponder and the ground. It is recommended that a shield be installed in front of the transponder for protection from clay and debris. If using a rechargeable transponder with a mounting bracket, it is recommended that the transponder be reinforced with tie wraps or the like to prevent dislodging. Do not rely solely on the cotter pin.

20. Raceceiver is the official one-way communication provider of Lernerville Speedway. All drivers must utilize the one-way system throughout the course of the entire race program. Frequency #454.000

NOTE: The preceding rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable standards and requirements for such events. By participating in these events, all participants are deemed to have complied with these rules and regulations. No expressed and/or implied warranty or safety assurance shall result from publication of, or compliance with, the preceding rules and regulations. They are intended as a guide and are in no way a guarantee to any participant, driver or official, against injury or death. Any of the preceding rules may be subject to revision if it is felt that the change would be in the interest of safety or the Division. **Track Officials have the right to make decisions and to rule accordingly, in the interest of safety, without recourse from the drivers and/or owners. If parts are confiscated, prize money and points will be held until results of inspection are known. All legal parts will be returned within 5 days. Violation of any of these rules will result in disqualification.** Track Officials will decide anything not covered in the preceding rules and regulations if, and when, it becomes necessary.



2018 Engine Rules & Information

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

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

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

Contact Info:

RUSH Racing Series Directors:
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724-964-9300 (phone) 724-964-0604 (fax)
E-mail: info@rushracingseries.com

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

Website: www.rushprostocks.com

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Tracks must allow the GM 602 and/or GM 604 crate engine to compete in their "Pro Stock" division. Tracks must either sanction their Pro Stock division or be affiliated with RUSH by sanctioning their Late Model, Sportsman Modified or Pro Mod divisions in order for crate engine member drivers be eligible to accumulate points. Participating speedways are posted on our website at www.rushprostocks.com.

Driver must run a RUSH legal GM 602 or 604 engine to be eligible for the RUSH Championship programs. See attached RUSH Pro Stock engine rules. *RUSH will "only" be responsible for technical procedures and/or any ensuing fines, penalties, etc. in conjunction with the GM 602 and/or GM 604 crate engine and related engine components specifically detailed in the following RUSH Pro Stock engine rules. All other technical procedures will be the responsibility of the sanctioned speedway.*

Fines, penalties, suspensions, etc. will apply in their entirety as described herein at RUSH Pro Stock sanctioned speedways; member drivers participating at unsanctioned speedways will also be subject to the same fines, penalties etc. pertaining to the RUSH Pro Stock program. Unsanctioned speedways will determine the suspension period in conjunction with their weekly program in the event the GM crate engine racer is competing does not conform the RUSH Pro Stock engine rules.

The RUSH Pro Stock Car Series will utilize each individual RUSH affiliated speedway's rules package with the exception of the GM 602 and/r GM 604 engine and all engine related components. In the event a speedway does not have any other divisions sanctioned with RUSH, they must pay an annual or per event sanction fee and utilize a rules package selected by RUSH at these events.

Drivers best 12 finishes March through October 1 (best two per weekend) at RUSH Pro Stock sanctioned or RUSH affiliated tracks will be utilized.

Lernerville Speedway is a RUSH sanctioned speedway and will run the RUSH Pro Stocks weekly, and will hold the "Manufacturers Night" on a date TBA.

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.

Sweeney RUSH Pro Stock Weekly Series Championship (\$5,250): 1. \$1,000 2. \$500 3. \$400 4. \$375 5. \$350 6. \$325 7. \$300 8. \$275 9. \$270 10. \$265 11. \$260 12. \$255 13. \$250 14. \$225 15. \$200.

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

Membership Fees: \$125 to become a Weekly Series Member. MUST be a member to be eligible for above programs and \$100,000 excess participant accident insurance. **Must complete the membership form and pay \$125 to be eligible for points and point fund monies.** (Form must be completed and fees paid before any points are earned. Points are not retroactive!)

Member Driver Insurance Benefits: A RUSH member driver insurance package includes an **additional \$100,000 of participant accident coverage.** RUSH insurance benefits will cover the member driver after the tracks' participant accident limit and driver's individual health insurance benefits are exhausted when competing at a RUSH affiliated event. NOTE: DIRTcar members that do not pay the RUSH membership fee are not eligible for the insurance policy. Opportunity to purchase a second layer off participant accident coverage in the amount of \$500,000 for only \$217 per year (CAP program).

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 in western PA). Drivers/Car Owners are expected to attend or have a pre-determined representative to accept awards. Unclaimed payoffs and awards will be mailed at a later date.

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

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

PAYOFF/CONTINGENCIES:

While the RUSH Series makes every effort to sanction and/or schedule events at reputable facilities, and has never had any problems with purse payouts to competitors, please be aware that RUSH cannot be responsible in the event that a promoter fails to make purse payments, or pays with checks which are later found to be not negotiable.

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

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

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

CONDUCT:

1. **General** - All drivers crew chief, car owner, crew member and/or team representative agree to act in a professional manner as determined by RUSH Officials. The professional manner includes, but is not limited to verbal representation, written representation, any representation that may represent the RUSH Racing Series, and/or motorsports in general and/or any affiliates. Verbal abuse may result in an immediate disqualification from the event. Repeated violation(s) may also warrant fine and/or suspension.
2. While we recognize your right to express opinions, good or bad, on social media, drivers and crew members should be advised that threats against officials, other drivers or crew members will not be tolerated. Any action by a driver or crew which appears to be the execution of a threat will result in penalties via suspensions and/or fines against the driver and/or car owner. The driver or car owner will be held responsible for the actions or members of his or her crew.
3. Any driver/owner that disparages RUSH in any publication (including messages boards, social media, etc.) may be suspended for a minimum of one event and/or fined.
4. No driver will be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances. If a driver is found to be participating in such a manner, an immediate suspension will be invoked.

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

RUSH PRO STOCK ENGINE 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 RUSH Pro Stock Championship points and/or any other action deemed appropriate by RUSH Series Officials.

ENGINE:

- GM part number 19258602 or 88958602 & GM part number 19318604 or 88958604.
- These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads originally from GM. RUSH and Crate USA Generation III (yellow) & Generation IV (green) seals allowed. In the event of a repair or rebuild only a RUSH or Crate USA Authorized rebuild facility may install permitted RUSH or Crate USA seal tags. **NO RM bolts, FASTRAK, NDRA, DIRTcar (red or blue), Crate USA Generation I (silver) or Crate USA Generation II (blue) seals permitted.** For any other sealing system, contact RUSH for approval. Crate engines must not be altered, modified, or changed from factory specs.
- Engines "must" be sealed in all of the above stated locations with either the "original" GM twist off bolt heads, permitted seal tags, or a combination of the "original" GM twist off bolts and/or permitted RUSH and/or Crate USA seal tags.
- 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 event for the remainder of the season and future seasons.
- In the event a repair must be made to an engine scheduled to compete in consecutive RUSH-sanctioned events or if RUSH seals cannot be obtained in time for competition in a single event, engine owner and or competitor "must" have authorized RUSH engine rebuilder of their choice contact RUSH Series Directors to receive permission and instructions on obtaining "approved" temporary seals in order for engine to compete. RUSH Competition Director can also install "approved" temporary seals in this situation. Temporary seals will "only" be permitted on repaired engines for events that are designated by RUSH Series Directors. Note: Once temporary seals are removed from engine, they must be immediately returned to the RUSH Racing Series Office.
- No changes are allowed to the engine- intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part or parts on or in the engine.

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

Valve Spring Specifications – New				
Description		88958602	88958603	88958604
Valve Spring P/N		10212811	12551483	12551483
Valve Spring P/N -set of 16		n/a	12495494	12495494
Diameter (+/- .010")	(A)	1.250"	1.340"	1.340"
Free Height (+/- .015")	(B)	2.021"	2.154"	2.154"
Installed Height (Ok to shim to proper height)	(C)	1.70"	1.780"	1.780"

Pressure @ Installed Height (+/- 5 lbs)	(D)	80 lbs.	110 lbs.	110 lbs.
Open Height	(E)	1.270"	1.300"	1.300"
Open Pressure (+/- 10 lbs)	(F)	195 lbs	270 lbs.	270 lbs.
Coil Bind	(G)	1.20"	1.21"	1.21"
Wire Diameter		.177"	.178"	.178"

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

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

8. No vacuum pumps.
9. All crate engines must remain stock as they came sealed from the factory. Crate engines must not be altered, modified, or changed from factory specs.
10. Engine's GM serial number and when applicable Crate USA build certification number must be clearly visible to Series' or track technical inspectors.
11. RUSH Racing Series Officials reserve the right to inspect, exchange and/or confiscate any GM Crate engine, or other specified component. Refusal to surrender an engine or other part for inspection, exchange or confiscation, will cause the Driver and Car Owner to be suspended for one year, from competition in any division at any RUSH-sanctioned event, and to lose all points and money for the race at which the infraction occurs, as well as all points earned to date. Driver and/or car owner will also be fined in the amount of \$1,000.00, which fine must be paid in full before the Driver and/or Car Owner can compete in any RUSH sanctioned event.
12. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL **equal** disqualification for the night's event (loss of points and money), loss of all Series points to date, suspended from all RUSH-sanctioned Series competition for 365 days, an indefinite probation, and fined \$1,000. The engine may be impounded immediately.

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

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

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*. 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.

IGNITION:

No trigger ignition systems or magnetos allowed. MSD 8365 or any HEI distributor allowed. Distributor may be locked. No traction control devices permitted, manual or electronic.

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. Holley, part #03310, four-barrel, is an option. Maximum throttle bore of 1 9/16", vacuum secondary's only. No down-leg boosters, carb must maintain choke air horns. Performance bowl site glass allowed.

Permitted Carburetor Modifications:

- Holes drilled in throttle plates for proper idling.
- Drilling, tapping, and plugging of unused vacuum ports.
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high speed correction jets.
- Removal of choke plate and shaft.
- Metering plate may be removed and replaced with metering block with interchangeable jets.
- Billitt metering blocks and throttle plates permitted.

CARBURETOR SPACER:

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. Carburetor spacer may not protrude down into intake manifold.

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. Carburetor spacer may not protrude down into intake manifold.

AIR FILTER BASE:

Air induction plastic carburetor insert and/or other devices that direct air into the air intake will not be permitted. Air diffusers will not be permitted.

EXHAUST:

Small block header allowed, must be 1 5/8" maximum primary tubing coming out of head with a maximum 3 1/2" O.D. collector. Exhaust must exit car in a safe manner. No Tri-Y headers.

LUBRICATION SYSTEM:

Oil system cannot be altered. No Accu Sumps, no oil coolers.

WATER PUMP:

Steel or aluminum water pump permitted.

FUEL PUMP:

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

RUSH FINES, PENALTIES, SUSPENSIONS & APPEALS

FINES & PENALTIES:

If an entrant is disqualified for any reason, any fine and /or suspension applies to both the driver and car owner if not the same person. In other words, if an entrant is disqualified for a technical violation, such as an engine not in compliance with tech specs, neither the owner nor the driver can race for the suspension period, and while only one fine will be charged, neither party can race until that fine is paid. Fine must be paid in full to Series by cash or certified check in order to compete once suspension period ends. NOTE: If suspension includes 'a number of days' clause and occurs at the end of the season when no additional events exist, suspension will carry over to the following year beginning with the first RUSH-sanctioned event in the region.

EVENT SUSPENSIONS:

Driver/Owner suspended for any infraction will carry over to **ALL** RUSH-sanctioned divisions and will preclude driver/owner from competing at **ANY** RUSH-sanctioned event until suspension is lifted.

MULTIPLE INFRACTIONS:

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

LEGALITY OF PARTS:

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

APPEALS PROCESS:

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

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

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

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

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

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