



2017 PARTICIPANTS RULES OF CONDUCT & RACE PROCEDURES

RULE BOOK DISCLAIMER

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

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

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

RUSH Late Model Racing Series
Great Crate Racing Northeast, LLC

Contact Info:

RUSH Racing Series Directors: Vicki Emig & Mike Leone
4368 US 422, Pulaski, PA 16143

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

Website: www.rushlatemodels.com
Like us on Facebook at www.facebook.com/rushlatemodels
Follow us on Twitter @RUSHLM

All rules will be in effect on opening night of the RUSH Racing Series. The RUSH Late Model Racing Series Rule Book will be used for all technical applications and the following event rules will be conducted at all Touring Series events. All rules are at the discretion of the RUSH Racing Series. RUSH reserves the right to make modifications in the interest of "competition, safety and/or the efficient completion of the event.

SIGN IN:

Age requirements vary by speedway. It is the team's responsibility to verify eligibility. Each driver must read and must decide if he or she is going to sign the tax registration portion and the competition and enforcement portion of the registration form to be eligible to compete in a RUSH Racing Series event. By doing so, the driver understands that the rules and enforcement calls decisions of the RUSH Series are final.

PLEASE NOTE: By Entering, Qualifying and/or Racing in a RUSH Series Event you are accepting these Rules and Regulations, being those under which you are prepared to race.

It is a condition of entry that the Drivers' Registration Form is completed and handed in prior to the Driver's first Series Race of the Season. A new registration/entry form MUST be completed annually by all competing drivers and owners. Registration form must be signed in the presence of a RUSH Official or notarized BEFORE one can compete. If a driver changes cars or teams during the season, it is his/her responsibility to re-register.

It is also the responsibility of the Teams/Driver to fill out a Sponsorship Registration Card upon sign-in. These cards will be used for the announcement and publication of sponsors throughout the season. If there is a change in sponsorship, it is the Teams/Drivers responsibility to notify the P.R. Director.

RUSH will mail the person or corporation designated on the registration form a Form 1099 MISC by January 31 of the following year if the person or corporation 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.

ENTRY FEES:

All Drivers/Teams will pay an Entry Fee for each Event as follows:

- \$1,500 to-win Events: \$75
- \$2,000 to-win Events: \$100
- \$2,500 to-win Events: \$100
- \$3,000 to-win Events: \$100
- \$6,000 to-win Events: \$125
- \$10,000 to-win Events: \$175

Entry Fee must be paid before a team will be allowed to draw for qualifying events.

In the event of a rainout, cancellation or postponement (other than next day), all Entry Fees will be refunded or held over at Teams' request. Entry Fees are collected on a race-to-race basis. Each race will be separate. Only in the event of a rain out will the entry fee be carried over, and the Entry Fees collected will only be good for that Event.

CAR NUMBERS:

Numbers must be lettered on both sides of the car and be at least 18" high. 6 x 6-inch numbers are required in the upper right corner of the windshield area.

Please keep numbers limited to three digits. All numbers and letters should be clearly legible at race speeds. If numbers 3, 6, 8, or 9 are used, make sure they are distinguishable. Do not let nerf bars block visibility. Duplicate numbers will be modified and assigned by the race director for the duration of the season. Any driver/owner refusing to let Series Officials do so will NOT be permitted to compete until the modifications are completed.

RACECEIVERS:

RACEceiver one-way radios are required to be used in every portion/segment of an event. The default channel (454.00) is utilized. If you do not own a RACEceiver, the Series has rental units available for a \$20 fee. Series Officials are the only people permitted to transmit on a RACEceiver device. Use of any other type of radio is not permitted. Repeated violations of non-working RACEceivers may cause driver to be docked positions at the start of the event, conclusion of the event or be disqualified from the event.

TRANSPONDERS:

Transponders (AMB and/or Westhold) are only required at race tracks that use them and at events they are necessary at. Your own personal transponder may or may not be able to be utilized at times. At times it will be necessary for you to rent one. Competitors may be required to leave their driver's license with the Series or Speedway when they receive a transponder equipment. Should a team's transponder be lost, damaged, destroyed and/or not returned, the replacement cost of the transponder may be withheld from the team's purse winnings from that event. Hard wired transponders are not recommended.

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. Transponder may not be mounted farther ahead than announced placement in pre-race tech and/or drivers meeting. Transponders mounted in a location farther ahead than announced placement may result in an adjustment in a finish. Repeated violations may necessitate a disqualification from the event. It is in everyone's interest that transponders are suitably and securely attached and are in good working condition.

TECHNICAL INSPECTION

Rear car cover is allowed in pit stall only, but must be removed prior to leaving pit stall. It must remain on the rear of the car, and must be fastened to the rear T-bar and cannot exceed outside of the rear quarter panels. No covers of any kind under the car or covering tires/wheel openings at any time. Suspension covers are not allowed. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock. No plastic wrap permitted on tires through technical inspection area.

Technical Inspection will be held at an area designated by the Technical Inspectors, and all cars must pass through Technical Inspection before competing. No Exceptions. Failure to follow this procedure may result in forfeiture of qualifying time, heat race starting position and/or finish, etc. When the car is presented for Technical Inspection the hood must be removed.

All racecars are expected to pass through Technical Inspection before Driver's Meeting. ALL racecars must pass Technical Inspection before a Technical Sticker is issued.

Any changes or alterations required (see section below) must be completed, and the racecar returned to Technical Inspection before being able to compete. No sticker means No Racing; No exceptions.

After a race car has passed Technical Inspection, and sticker has been issued, No alterations may be made to the racecar - any changes to spoiler height, deck height, quarter panels, doors or any other part of body may result in loss of Qualifying Time or loss of position in either Heat Races or B Mains.

Spot-checks can be made by the Technical Inspector at any time, and penalties will be applied to cars found illegal after Tech stickers have been issued. If a car is found illegal after qualifying, the Driver will lose his time and start at the rear of a Heat race. If a car is found illegal at the start of a Heat race, the Driver will lose his time and have to start at the rear of a B Main. All racecars are subject to be inspected by the RUSH Series Technical Director at any time during the event

It is mandatory that the top five feature finishing cars go immediately to a designated teching area after the completion of the feature event and victory lane ceremonies. The fourth and fifth place finishing car must also go to this designated tech area and must wait in the holding area until released by tech inspection. Know that all cars are subject to inspection by the tech inspector or pit official at any time or any place. The tech inspector and/or promoter will enforce the rules, and shall have the authority to deny a car permission to race based on his judgment of its condition relative to the rules. All bolt-on weight must be securely fastened and acceptable to the tech inspector or the said competitor will be denied participation.

CAR CONSTRUCTION INFRACTION PENALTIES:

- A. You may be given a simple warning
- B. You may be asked to correct the infraction
- C. You may be assessed a weight penalty
- D. You may be disqualified when found and/or notified with an infraction
- E. You may choose to leave

It is your responsibility to know and understand the rules *before you participate*. **Cars that do not pass inspection or those that do not meet minimum requirements set by the track and/or tech inspector will not be able to compete, and any points and monies earned that night may be forfeited.**

RUSH reserves the right to make changes to the rules at any time in order to preserve the competition and integrity of the event and/or division.

ENVIRONMENTAL WARNING:

Any driver or crew-member 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 drive-ways 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.

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.

DECALS/CONTINGENCIES:

Required decals must be on both sides of the car at all events. Your car will be checked for decals in pre-race tech.

Certain other Product Manufacturers will be awarding Contingency Prizes and/or Money to Drivers finishing the Feature. These Awards are dependent upon the Manufacturers Decal being carried on the racecar. If you wish to be eligible to receive an Award from the Manufacturers concerned, it is your responsibility to ensure that the correct decal is affixed to your racecar. Also, please be aware that the Series' responsibility is ONLY to provide the Manufacturer with your Name and Address, and not to pay the award. All contingency prizes will be awarded to the car owner of record. Cars will be checked by Series Personnel for the appropriate Decals.

Any other RUSH Series Sponsor Decal that is carried on the car must be affixed prominently. There is no compulsion to carry any other Sponsor's Decals, however, it is worth bearing in mind that Sponsors only put money into the Series to gain exposure for their products - no exposure will eventually mean no money, and therefore smaller purses for races and championships.

AUTOGRAPH SESSIONS:

At selected events throughout the season there will be an autograph session in the vendor area. The time for the autograph session will be announced. When asked, it is expected that you participate. It is not the intention to defer drivers from their work, but to provide a service to the Promoters and Fans who make our sport possible.

DRIVERS MEETING:

In most circumstances, drivers meeting will be held prior to hot laps at the RUSH Series Command Center. All drivers and owners are expected to attend the meeting to obtain the evening's announcements, rules changes, etc. We may have roll call. Drivers that do not attend the drivers meeting waive all rights to protest.

The intent of the drivers meeting is for informational purposes about the event. Questions on procedures and format are encouraged; however, personal attacks or signaling anyone out will not be tolerated in front of the group. Any person making malicious attacks may be barred from competing in the night's event and risks a suspension. Issues concerning other drivers, Series and/or track officials, or any other private/personal matters are to be dealt with at another time with the promoter and/or Series Official(s). Please contact the office to make a pre-arranged appointment.

CONDUCT:

- A. The driver and owner assumes responsibility for all actions of pit crew, sponsors, and themselves at all times and shall be the sole spokespersons for the car and crew in any and all matters pertaining to the race and with officials in charge. If the driver is also the owner, only he/she will be the sole spokesperson.
- B. Any driver, owner, or crewmember taking part in discourteous conduct or causing a disturbance in public may disqualify the driver/car to last place in the payoff and points. He or she may also be suspended for a minimum of one week as well as the driver and/or car. This suspension excludes any cancellations. Any suspension(s) on the final night of racing will carry over to the next year. Crew members are also subject to suspension that may possibly carry over to the driver at the discretion of Series.
- C. Any member that attempts to push and/or start their racecar off from the wrong area and/or does not stop in the designated area as to cause undue confusion and/or delay will be subject to fine and/or suspension and/or any other action deemed appropriate by RUSH Series Officials. Minimum = \$50; Maximum = \$500.

- D. Anyone leaving his or her pit area to go to another pit area to cause a disturbance may be suspended for whatever period of time is deemed necessary.
- E. We demand courtesy conduct from all participants at all times. We expect you to look like a professional and act like one! Be clean, informed, and look respectable.
- F. No person shall use abusive language or threaten bodily harm or equipment damage when addressing a Series or Track Official, track employee, driver, or any participant of any crew. Severe or repeated violations may necessitate a suspension.
- G. Any driver committing unnecessary contact, harassment, or using any driving tactic that is considered dangerous by the flagman or track official will be deemed rough driving. This rule applies to hot laps, preliminary events, and features. Reprimands for rough driving are covered in the Rules of Procedures.
- H. Threats of retaliation on the speedway could be considered assault with a deadly weapon and grounds for prosecution. If this is heard by Series or Track Officials, RUSH has the right to bar the driver from competing for the remainder of the night or from future events.
- I. Any driver and/or owner that attempts to and/or does physically abuse any event official, including pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc., will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by RUSH Series Officials. Minimum = \$50; Maximum = \$5,000.
- J. Any driver and/or owner that verbally abuses any event official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by RUSH Series Officials. Minimum = \$50; Maximum = \$500
- K. Absolutely no fighting for any reason. Drivers, owners, crew members, etc. fighting will be subject to a suspension, fine, and/or disqualified from the event.

1st Offense: person must post \$500 in the form of a cashier's check or money order with RUSH Racing Series. Also, the person will be suspended for the next two Touring events. The person must post the bond no later than the day before race day at 4368 Route 422, Pulaski, PA 16143. After one calendar year, if the person was not involved in a second offense, the person will receive back the \$500 cash bond.

2nd Offense: If it happens within one-year probation period, person will lose \$500 cash bond, will be suspended for two events, and must put up an additional \$500 to compete again. If it's outside the one year probation, person will be suspended for the next two Touring events and must post \$1,000, which would be returned after one year of good behavior.

3rd Offense: If it happens a third time within one year probation period, person will lose \$1,000 cash bond, will be suspended for two events, and must put up an additional \$4,000 to compete again. If it's outside the one-year probation period, person will be suspended for the next two Touring events and must post \$5,000, which would be returned after one year of good behavior.

Failure to comply with this rule by any person(s) will mean immediate suspension from future races.

- L. Absolutely no one is permitted to ride on the cars at any time. Violations *may* result in penalties and/or disqualifications.
- M. RUSH will uphold any and all track imposed suspensions on drivers, car owners, crew members, etc. at Tour events.
- N. No person signing into the pit area shall drink intoxicants and/or use narcotics during a racing event. Any driver or crew member who arrives under the influence of intoxicants and/or narcotics will be denied participation in the events of that day and may be suspended indefinitely. No exception to the rule.
- O. Absolutely no profane signs or derogatory comments allowed on race cars. Anyone who does so will not be permitted to race until it is removed.
- P. 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.

- Q. No driver, car owner, or crew member will have any claim for damages or expenses against the promoter, track officials, or Series by reasons of disqualification, damages to the car, or injuries to the driver. All parties agree that the track grounds are considered safe if they take part in the event. It is the duty of all drivers, car owners, and crew members to bring to the attention of Series and/or Track Official(s) any unsafe equipment, practices, or any rules infraction of any car or driver. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event, the driver assumes these risks with full awareness and knowledge.
- R. Excessive speeding in the pit area will not be tolerated and will be subject to a possible suspension.
- S. It is highly recommended that drivers are not to get out of their cars on the race track until safety crews arrive or unless there is an extreme emergency. Any driver that does so to argue or discuss the race with the officials will be scored last and may be disqualified for the night or suspended according to the decision of the officials.

DRIVER/CAR SUBSTITUTIONS:

All driver changes must be reported to the Series prior to the car entering the line-up area. A new registration form must be filled out. **Driver substitutions after the heat races begin must be approved by the Series.**

In all cases, the car qualifies for the race, not the driver. A driver may not substitute another car for the one he has qualified. However, if a driver change is made during the race program that particular car must start last in the B main or feature and the replacement driver will not receive any Tour points. The registered driver who started the night will receive the 70 show-up Tour points. Car owner (if member) would receive points as normal.

Once a car attempts to compete in the official racing activities, no back-up car will be permitted.

In the event the feature (or B main) is postponed to another date after qualifying has been completed and the driver of a qualified car cannot return, the car owner can replace the driver with an unqualified driver, but the car will start last (ahead of any new cars that may be permitted); also, in the case a different car may be substituted without relinquishing starting position but the car number must be the same. If the feature was started before postponement, no driver changes will be permitted.

Any driver change not reported to the Series before the start of an event will result in disqualification. The car will receive tow money only.

LENGTH OF EVENTS:

Heats: 8 laps (less than 10 cars scheduled in all heats), 10 laps (10 or more cars scheduled in at least one of the heats)

Dash: 4 laps for 4 or 5 cars, 6 laps for 6 or more cars

B Mains: 8 laps (less than 10 cars scheduled in all B mains), 10 laps (10 or more cars scheduled in at least one of the B mains)

Features: 25 laps for \$1,500 to-win events; 30 laps for \$2,000 and \$2,500 to-win events; 50 laps for \$5,000 or more to-win events

Non-Qualifier Events: Will be dependent on number of cars participating (generally 4 laps for 2-4 cars, 6 laps for 5-7, 8 laps for 8-9 cars, 10 laps for 10 or more cars)

RUSH reserves the right to change the number of laps due to the size of the track, weather, or any special circumstances.

If for any reason the race is run one-lap short or long, the race is officially over when the checkered flag waves.

FIELD SIZE:

The number of cars per heat race will be determined by the Race Director; generally 10 cars are the most that will compete in a heat race, and 24 cars is the typical feature starting field. RUSH reserves the right to change the general field size based on special circumstances, i.e. weather, time restraints, curfew, size of speedway, etc.

LINE-UP PROCEDURES:

A car representative will draw a pill for heat race line-ups or time trial order AFTER all event registration paperwork, fees, etc. have been paid. The car must be in the pits when the pill is drawn and all registration must be completed. Pill cut off will be following the drivers meeting or 30 minutes before the scheduled start time of racing. Once the lineup is started, no more pills will be drawn - *no exception!* Any car(s) not pulling a pill will start at the rear of the heats or will qualify at the end of the time trial order in a first come, first served manner.

If a car(s) misses the heat races, he or she will start at the tail of the consy or feature in a first come, first served manner. If a car fails to qualify in a time trial format, car will start at the tail of a heat race. No car will be allowed to change Heat Race or B-main Race Assignments. If it is deemed by the Series officials to be a rare and or uncontrollable circumstance, the Series reserves the right to allow someone to change their assignment, but will start from the rear. Only in rare circumstances will this be allowed by the Series Director. If a full field is already established after the heat races or the B main has run, no new cars will be permitted to participate.

Qualifying Format (Marquee Events and races paying \$2,000 to-win or more): Drivers will draw pills to determine time trial order. In most cases, two-lap group qualifying will be used with generally three cars per group. A driver that misses his qualifying position by more than two cars (single car qualifying) or his group will qualify at the end, will receive one lap, and will be assigned no better than the first non-transfer position in the heats. Ties in qualifying will be broke first by whoever had the best second lap, if applicable, or secondly whoever qualified first.

Heat races will be lined up straight up on time. The top two finishers in each heat race will transfer to the dash if there are 2, 3, or 4 heat races run. The winner only will transfer to the dash if there are 5 or more heat races run. The dash will be lined up by a pill draw with heat one winner drawing first. If a car representative does not report to the command center five minutes after the final heat is back to the pits or after being called, a pill will be drawn for that driver. The remainder of the feature positions will be straight-up on heat race or B main finishes. The B main(s) will be lined up heads up based on heat race finishes.

Heats for Pill Draw Events (Platinum Events that pay \$1,500 to-win): Will be lined-up with the low pill number on the pole of the first heat and the second low pill on the pole of heat two and so on alternating by heats. Cars must start their scheduled heat. If a car misses its heat, it must start at the rear of the consy to make the feature. If no consy is run that night, the car must start at the rear of the feature.

Feature Lineup for Pill Draw Events: It will be announced at the drivers meeting the number of drivers from the heat races to redraw for the top starting positions. Order of draw will be heat race finish with winner of first heat drawing first, winner of second heat second and so on. If a car representative does not report to the command center five minutes after the final heat is back to the pits or after being called, a pill will be drawn for that driver. (Note: In the event there are less than 20 cars, a reduced number of cars will redraw.) The remainder of the field will be filled in a straight-up manner by the remaining drivers' heat race or consy finish.

If a qualified car scratches from the feature, one extra car will transfer from the consy to the feature. If more than one consy is run, the additional car would come from the first consy and rotate from thereafter. **In no case will the car(s) that finished behind a scratched cars(s) move up in the heat finishing order to affect the consy or feature line-up.**

Cars will enter the lineup area as directed by the lineup official. Cars should enter the speedway at a slow and steady pace double file so that the race may be started next time around. Cars not in position in the line-up area when the race goes out onto the track will automatically go to the tail. Be advised that the flagman will not hold the race for a late car. If a car(s) scratches from an event, cars will be criss-crossed to fill positions.

PRE-RACE STAGING:

A horn may be used to signal the start to line-up for any and all events. Drivers failing to be in the lineup area once the field rolls onto the track will be required to start at the tail.

A brief tech inspection can occur before each event, it is the drivers responsibility to be in line early enough to pass through this tech inspection prior to any and all events. If the driver is not in line early enough to pass through tech, this may result in starting the rear of the field or missing that event.

The start of each feature race will be preceded with an eight (8) minute air horn to begin the eight (8) minute period. The eight (8) minute sound will be followed by another double air horn warning four (4) minutes prior to the start of the race. All cars and drivers must be on the starting grid at the completion of the eight (8) minute period. If the driver is not present that driver's starting position will be forfeited and that driver will start from the tail of the field. If more than one (1) driver is late, the drivers will start at the tail of the feature in the order of their qualified position. Any deviations from this rule could be announced at the drivers meeting or on the RACEceivers, or at any other time deemed necessary by Series Officials.

PROVISIONALS/PROMOTER'S OPTION:

The driver highest in the top 15 in Driver Points (cumulative Marquee & Platinum) that does not qualify for the feature will be eligible for a provisional (starting position 25); however, in order to not cost the track any additional money, the provisional starter may lose the difference between starting money & tow money (ex. \$150 to-start and tow money is \$50- driver will have \$100 deducted from

feature winnings). Drivers must attempt to qualify for the feature by running their heat or B main. Prior year's Driver Points will be utilized until one event is completed.

Note: Member drivers will start the year with three provisionals and will receive an additional one for each four consecutive appearances.

In the event a speedway decides to add a promoter's option, that driver will NOT receive feature Touring Driver or Owner points- only show-up points. Driver will start in position 26 if a Touring provisional has been utilized or 25th if not.

K&N DASH & CHAMPIONSHIP SERIES

At each event, 4 or 6-lap dash (depending on car count) will be run. Formatting/positions for the dash will be announced at the drivers meeting. Alternate finishing positions will be utilized to fill the dash, if necessary. The event will pay \$100 K&N Filters certificate, \$50 K&N Filters certificate, and \$25 cash to all other starters. You MUST have the K&N Filters decal on each side of the car to receive contingencies. Separate points will be kept for the "K&N Cold Air Induction Dash Championship" using the normal point system.

"WHEELMAN" BONUS NON-QUALIFIER EVENTS/CHALLENGE SERIES:

Will be run if 30 or more cars are signed in for competition and is agreed upon by track. Line-up will be straight-up from B main finish(s) of non-qualifying A main cars. Payoff is generally \$35-50 less than A main starting money to win and \$5 more than tow money to start. Separate points will be kept for this "Wheelman Bonus Event Challenge Series" utilizing the normal point structure with a yearend point fund.

STARTING THE RACE:

All original starts are in turn four at the designated starting point. The front row is to work together to produce a clean start each time. Drivers are not to accelerate to full-speed until the front row reaches the designated starting point. The green flag will be displayed at any time after the front row reaches the designated starting point. The race is officially started when the flagman waves the green flag. Series has the right to swap the first and second rows, the first and third cars, the second and fourth cars, or put the driver(s) in the wrong at the tail if a clean start is not produced. Front row starters that jump the start will be moved back a row.

Any car(s) involved in a spin or accident before the green flag (unless it was before the one to go signal) or before the completion of lap one will go to the rear. Any car(s) that stops on the track will also go to the tail. Cars behind the front row need to stay nose-to-tail in line behind the front row cars however they are spaced whether tight or fanned apart; no filling gaps or pulling out of line until the green is displayed. Cars passing before the green is displayed will be penalized **two** positions for each car jumped. Also, any car(s) pulling out of line to gain an advantage before the green is displayed will also be docked two spots. If the caution is displayed after the infraction, car(s) will be penalized then. If the race goes green the rest of the way, the finish will be adjusted accordingly.

Alternate car(s) may be added to the feature field if the initial green flag has not been waved. No car(s) will be added to the feature field once the green flag is waved or if provisionals are used and there are still 24 or more cars starting. Alternates will join at the back of the field, and not in the empty position(s). Cars must take the green flag to earn feature start money and points even if a full field is not present.

RACE SCORING:

All scoring will be done at the transponder loop or the designated start/finish line if no transponders are used. We do split scoring. A lap is considered a lap when the leader has passed the flag stand. **Once the yellow or red light is displayed, all scoring stops. Do not race back to the flag stand.** The remainder of the field will be filled in from the last completed lap. Results and decisions will be made by Race Director and/or Series Officials. RUSH will not use individuals' videos, pictures, etc. to make rulings.

RED FLAG/YELLOW FLAG:

When the yellow or red lights are displayed, all scoring stops. Do not race back to the flag stand.

Any car that spins, and an inadvertent yellow is displayed, car will blend back into the field where the driver is able to do so. RUSH Series Officials will determine the placement of the car(s) involved. The placement of the car will be where the car blended back into the field.

Under red flag conditions, all drivers must stop as quickly and safely as possible. Do not drive through the accident scene! Any driver not stopping will run the risk of being placed on the tail for the ensuing restart. Emergency and pit entrances of the track cannot be

blocked. Emergency personnel need to get to the accident scene as quickly as possible. Cars may exit the speedway cautiously when it is safe and clear to do so.

Under **red flag** conditions, **no one will be permitted on the track except as directed by Series or Track Officials**. Anyone rushing to an accident scene may be suspended for a minimum of one week.

If a caution occurs during a feature, any car requiring wrecker services will be taken to the pits. Series, Track Officials, wrecker personnel, firemen, push truck drivers, etc. are not permitted to touch sheet metal, make any repairs, or remove mud from cars on the speedway. In the event that track personnel elect to remove something from a car, said car will restart last. No repairs to cars may be made on the speedway at any time; repairs and work to the car must be made in the pit area. If repairs can be made, the car may return to the race, but must restart on the tail. The race will not be held up for any driver.

All cars involved in the accident or stop on the track must go to the rear of the field ahead of any cars that pitted. **If the result of rough driving is a caution then the caution car as well as the rough driving car will be charged with a yellow.** The car charged with the rough driving will restart behind all the caution cars and ahead of any cars that pitted.

In the event of a delay and the cars are sent off the speedway, but held in the line-up/impound area, etc., no performance changes will be permitted, only safety modifications. Changes to the car for any other reason will force car to restart on the tail.

STOPPING ON THE TRACK:

If a car comes to a stop at any time on the track, the said car will go to the rear. Any car(s) that stop on the track that are not part of the caution will restart last, but will not be charged with a caution. If a driver has been stopped by an official or if driver stops by an official for safety reasons (loose seat belts, debris on track, etc.), driver will retain their position. *Exception:* If a car stops prior to the start of an event before the flagman gives the one to go signal or before the yellow light has been turned off, said car will retain starting position. In an extreme case or a rare circumstance where Series Officials feel the driver stopped to avoid a situation caused by the negligence of another, driver *may* be given his position back.

A driver may request a push truck for assistance; however, if a driver attempts to start on his own after a red flag situation and does not completely get under power and stops on the track again, said driver will restart on the tail.

REALIGNMENT/LAPPED CARS:

Cars will fall back behind the car they were racing behind. Lapped cars will restart the event behind the lead lap cars and ahead of cars that pitted. *Exception:* If Race Director deems that a lapped car(s) has been advancing positions, driver(s) may be permitted to retain position in running order. The highest running lapped down car will receive one (1) lap back when the caution is displayed provided they are not in the caution or were in the pit area. A driver cannot receive more than one lap without an additional lap being completed.

Any car that spins, is involved in an incident and/or has a problem, but does not bring out the yellow flag and/or create a caution period, will blend back into the field where the driver is able to do so. If there is a caution period the Officials will determine the placement of the car(s) involved. The placement of the car will be where the car blended back into the field.

In the event that the race leader causes a caution, stops on the track, or pits and a lapped car(s) assumes the front of the pack, all cars ahead of the new leader will receive one lap back, and will restart on the tail ahead of any cars that pitted and caution cars. Lapped car(s) will NEVER restart the event in the first position

RESTARTS:

It is the race leader's responsibility to restart the event at the designated point. There will be double-file restarts in all events. The leader has the option of choosing the inside or outside line and must be decided when told on RACEceiver. If the leader chooses the outside, all odd running position cars will restart on the outside lane and all even running position cars will restart on the inside lane. The leader may start the event at any time between the two cones (or designated markers) in turn four. If the leader has not accelerated once the front row reaches the second cone (or designated original starting point), the green flag will be displayed at the discretion of the flagman. The leader must set a reasonable pace; brake checking, excessive speeds or an excessive slow pace on restarts will not be permitted.

Front row starters that jump the start will be moved back a row. Any car intentionally causing a disturbance or driving haphazardly on a restart that is deemed not in good taste by Series will be sent to the rear of the field or black-flagged.

Cars passing before the green is displayed will be penalized **two** positions for each car jumped. Cars behind the front row need to stay nose-to-tail in line behind the front row cars however they are spaced whether tight or fanned apart; no filling gaps or pulling out of line until the green is displayed. Any car(s) pulling out of line to gain an advantage before the green is displayed will also be docked two spots. If the caution is displayed after the infraction, driver will be penalized then. If the race goes non-stop without another caution, the finish will be adjusted accordingly.

If two consecutive cautions occur after a restart without another lap being scored (excluding a caution(s) for a car(s) stopping with a mechanical issue), the next restart will be single file with the leader starting the event between the designated restart area until one or more laps are completed.

Series officials have the right to change restart methods depending on situations that may arise on night of event or during the season.

INFIELD:

Cars that go into the infield may re-enter the speedway at or near where the car went into the infield at. If a car crosses through the infield or cuts off the turn(s), the said car may be penalized one lap by Series if it is deemed that an advantage was gained.

Cars that pull into the infield that have dropped out of the event should drive toward the center of the infield as far away from the racing action as possible.

RE-ENTERING THE TRACK:

Cars re-entering the track from any other place than designated area will be black-flagged. All cars re-entering the track must have the permission of Series or Track Official(s). Cars may re-enter any event under yellow or red flag conditions at the discretion of Series or Track Officials. Cars re-entering the race will restart last behind all accident cars and cars that stopped on the track, but did not pit (even if the initial green flag of the event hasn't been displayed). Once Flagman or Race Director deems "no more cars", no additional cars will be permitted back out on the speedway until the next caution. Any car(s) re-entering the track under racing conditions or disobeying Series or Track Officials, will be black-flagged.

BLACK FLAG/DISQUALIFICATIONS:

1. Cars black-flagged for blatant behavior such as rough driving, failure to obey officials, deliberately trying to stop the event, etc. or unsportsmanlike conduct will be **disqualified** and will receive the finishing position, pay, and points for **last place** of that race. These above infractions will not be tolerated at any time, no exception, and may result in a suspension.
2. A driver involved in two cautions in a heat race or consy, or three cautions in a feature will be black-flagged for the event. Also, any driver that brings out two unassisted cautions in the feature will be black-flagged.
3. Any car(s) not maintaining a safe, competitive speed by the flagman or official is cause for being black-flagged for that event.
4. Any car(s) judged unsafe by Series or Track Officials will be black-flagged. The car will only be able to compete after that point if correct repairs are made and are acceptable to Series.

Any car remaining on the race track after receiving the black flag will not be scored. In the above cases #2-4, the driver(s) will be credited for the laps completed up to that point.

Cars will NOT be disqualified for losing mufflers or bolt-on weight; however, car(s) must still make minimum weight requirements-no weight break will be granted! It is your responsibility to make sure mufflers and bolt-on weight are securely fastened.

FLAT TIRES:

Cars with left front tires flat will be permitted to race providing the tire is still intact and has not come off the rim. Other tires that are losing air will be left to the discretion of Series or Track Officials whether the car will be permitted to continue the event.

FINISH/VICTORY LANE:

When the checkered flag is displayed, the race is officially completed. The balance of the field receives the checkered flag on the same lap. **Finishing positions will be according to the most laps traveled in the least time, regardless of whether the car is still running or not.** All cars must complete their last fully scored lap under their own power. If an accident occurs on the checkered flag

lap, or an event is shortened by rain/accident, payoff will be made according to the last green flag lap positions, with accident cars, cars that stopped on the track, and cars that pitted on the rear.

Ties: In the event of no transponders and the scorers and flagmen determine a tie, the total point and purse payoff will be added up and divided by the number of drivers who tied resulting in an equal payoff. If two drivers tie for third, the driver that finished fifth will NOT move up to fourth place.

As a representation of the Series, Sponsors, Speedway and its fans, the top three (3) finishers from the A Main, after being weighted, must proceed directly to victory lane, unless told otherwise. Failure to comply will result in a minimum \$300 fine. Any extenuating circumstances will be considered, but final determination of circumstance(s) will be left to the discretion of RUSH Officials. The top three are to remain in victory lane until released by officials.

WEIGH-IN:

The number of cars weighing will be announced at the drivers meeting and/or on the RACEceiver and is at the discretion of the tech inspector and/or weighmaster due to different scaling configuration at different speedways. There may be times when all cars must weigh after qualifying, heats, consies, and feature. Series reserves the right to weigh a car(s) at any time. As a courtesy, cars needing to weigh may be told on the RACEceiver, but failure to be told does not excuse drivers' responsibility to weigh.

Cars must proceed directly onto the scales. Cars turning left or right off of the exit drive out of the sight of the weighmaster will be disqualified. Drivers bouncing up and down in their seats may be disqualified. If a car does not make weight on the first attempt, the car may be rolled off the scales and rolled back on the scales (one time only) under the supervision of a Series or Track Official. Car may not leave scale area for re-weigh. **TRACK SCALES ARE FINAL.**

Failure to weigh or cars found light after the heat races, results in a disqualification for the event. The driver(s) will start last in the consy or feature. Drivers who fail to weigh or are found light after the feature or consy will be disqualified and will receive tow money only and 70 non-qualifier points.

Cars that do not finish the event will not be forced to weigh. Cars that are towed off the track after the conclusion of the event may be forced to weigh. If it is necessary to change a tire(s) in order to weigh a car, tire(s) must be changed near the scale in view of the weighmaster.

Cars intentionally ringing their tires after exiting the scales, which results in the unsafe flying of rocks, dirt, debris, etc. may be disqualified for the night and face a possible suspension.

PROTESTS:

Scorers and Series Officials cannot be questioned about a previous race while a race is in progress. Unless the matter can be handled accordingly, all disputes will be settled after the completion of the racing program.

Officials' radio communications overheard by others will never be used as the basis of a protest, nor will they be used in support of a protest.

The dispute will be handled in a professional way. The driver and/or car owner should present himself in a positive manner- one that is acceptable by those he or she represents, and those who are nearby. At no time will drivers and/or owners be permitted to discuss race or scoring protests or disputes in the grandstand area.

No participant shall subject a scorer, Series or Track Official to verbal or physical abuse or improper language at any time. The driver/owner assumes responsibility for the actions of their crew and themselves. **Any driver, owner, or pit crew member entering the scoring tower or flag stand will be suspended for a minimum of one week and may disqualify the car and/or driver for a minimum of one week of racing, at the discretion of RUSH.**

The Series and Track Officials will enforce the rules of procedures and conduct, and determine sanctions.

PAYOFF:

Purse is to be paid by Track on race day directly to Series by either individual payoffs in cash or check to payoff recipient on race night. In some cases, Track will pay Series direct and Series will pay the proper recipient at a later date. Payoff recipient will not be paid unless proper registration forms have been completed.

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. 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. 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.

POINT SYSTEM:

Drivers must be Touring members to receive Touring points. Car Owner Points will also be awarded to car owners listed on Member Drivers' form. If Member Car Owner uses a replacement driver, Member Car Owner will receive Car Owner Points as normal; however, the replacement driver will only receive Driver Points for him or herself if driver is a member (not to original member driver).

Touring points will be awarded at all Marquee Events and based on the number of events completed. Drivers/Owners will be able to use one Platinum Event (best finish) to replace up to a maximum of one missed Marquee Event. Drivers/Owners will be able to use a maximum of three Platinum Events (best finishes) to replace their worst Marquee Event point scores or a maximum of two if one of the Platinum Events is used as a replacement Marquee Event. Marquee Events may be rescheduled, but designated Platinum Events will not be used in the event less than 12 Marquee Events are completed.

The following system will be used for all Tour events:

Feature:

1. 100	6. 90	11. 85	16. 80	21.75
2. 98	7. 89	12. 84	17. 79	22.74
3. 96	8. 88	13. 83	18. 78	23.73
4. 94	9. 87	14. 82	19. 77	24.72
5. 92	10. 86	15. 81	20. 76	Other starters 71

70 points to non-qualifiers.

Once pill draw is closed and the event is cancelled without being completed, all drivers/owners signed in for competition will receive 70 show-up points.

In the event a track wishes to add a promoter's option that did not qualify for the feature, the driver/owner will not receive Touring feature points- only show-up points; however, if driver is a Weekly Series member, driver will receive Weekly feature points as normal.'

Note: In the event of circumstances beyond our control that causes a situation where the race track may not be in ideal race condition; Series Officials may ask Touring Series member races to vote whether the event is considered show-up points only rather than awarding feature points.

LOYALTY PROGRAM

For every four consecutive Marquee Events attended, Touring member drivers will receive a free \$100 entry fee at their next event. This will be an additional \$300 to those drivers that have perfect attendance.

RAIN DELAYS:

In a rain delay situation, RUSH Series Officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the FANS & RACE TEAMS best interest in mind, and changes will only be made if an event is in jeopardy of being lost due to rescheduling availability, a time curfew or inclement weather. Under these circumstances the amount of laps for Time Trials, Heat Races and Main events may be shortened. If rain occurs during Time Trials and the track is “lost”, Time Trials will start over.

RAIN OUTS/CANCELLATIONS/UNCOMPLETED EVENTS/2-DAY SHOWS:

Series or Track Officials may cancel a race if dangerous or unsafe conditions arise. If the race is called because of an accident, weather or any other unforeseen situation, the payoff will be based on the last completed green flag lap. All cars involved in the final caution, stop on the track, and pit will be scored at the end of the last completed lap. For the race to be considered official, 50% or more of the scheduled number of laps must be completed.

If all of the preliminary races or part of the feature has been completed and the weather or any other type of situation forces the program to be cancelled, there will be no “rain out”. A make-up feature may be run in the future, if possible, and **no new cars will be added to the field.**

If the races are cancelled prior to the completion of all of the preliminary events, and the track declares a “rain out”, drivers will receive show-up points only.

In the event of a two-day show or if the races are cancelled before the B mains are completed and the feature field is not set, new cars will be permitted to run, but will tail the back of the B main(s). New cars will draw pills and will tag the back of the heats or B main(s) in the order of low pill draw to high draw. No additional show-up points will be awarded for the make-up or day two.

Exception: If feature event(s) is/are cancelled and the show has been considered a complete show, and no rain date will be utilized, the total feature purse may be split equally among the qualified drivers if 50% or more of the feature has not been completed. RUSH and track promoters reserve the right to choose a scenario that best fits the interest of all parties.

AWARDS BANQUET/POINT FUND:

While the top 12 drivers in 2017 Touring Series points will earn point fund monies, RUSH will guarantee a minimum of \$250 in point fund monies to an additional eight drivers with perfect attendance (12 Marquee Events or 11 Marquee Events and 1 Platinum Event). Drivers/Owners competing in less than 75% of the events *may* receive a reduced point fund payoff.

A RUSH Racing Series Awards Banquet will be held at the conclusion of the season. 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 the championship, tiebreaker will be determined by the driver with the most wins for the Driver Points and car owner with the most wins for the Car Owner Points, 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.

Touring Series point fund payoff amounts will be split between Driver and Car Owner Points; however, driver payoff portion will be paid to car owner of record unless driver drove for multiple car owners in which a determination would be made on the splitting of payoff amount to each car owner based on points earned by driver for each owner.

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, participants agree that they will comply with the written rules and procedures of RUSH. In the event that he or she would breach the registration agreement, he or she shall be liable for actual and liquidated damages sustained by RUSH Racing Series.

SUSPENSIONS/FINES & APPEALS PROCESS:

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

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

RUSH will then set a date and time for the hearing at the business office located at the address of 4368 Route 422, Pulaski, PA 16143. The violator will present his case to the RUSH Racing Series. Following the appeal hearing with the violator, RUSH will conduct further follow-ups, meetings, hearings, etc. with any other necessary party. Judgment then will be rendered to the violator by a certified letter, return receipt.

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

All suspensions and/or fines must be served and/or paid in full before competing in the next eligible sanctioned Touring event.

Rev. 5/20/17