



2024 PARTICIPANTS RULES OF CONDUCT & RACE PROCEDURES FOR TOURING SERIES EVENTS

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

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All rules will be in effect on opening night. The RUSH Late Model 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.

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 a \$100 Entry Fee for each Event (unless otherwise posted).

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. Duplicate numbers will be modified and assigned by the race director for the duration of the season.

ONE-WAY DRIVER RADIOS:

One-way drivers radios are required to be used in every portion/segment of an event, the use of the Racing Electronics SWITCH-R is encouraged. The default channel (454.000) is utilized, unless otherwise announced prior to or at the event. If you do not own a one-way driver radio, the Series has units for purchase. Series Officials are the only people permitted to transmit on a driver radio. Use of any other type of radio is not permitted. Repeated violations of a non-working driver radio may cause driver to be disqualified from the event.

TRANSPONDERS:

The AMB/MyLaps Transponder is required unless otherwise stated. The transponder should be mounted on the right side of the car onto the vertical tube where the engine plate sits unless otherwise stated. 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 and/or provide a credit card with the Series or Speedway when they receive 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.

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 the proper location. 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

Technical Inspection will be held at an area designated by the Technical Inspectors. Race cars are expected to pass through Technical Inspection before Driver's Meeting and 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.

Any changes or alterations required must be completed, and the racecar returned to Technical Inspection before being able to compete.

After a race car has passed Technical Inspection, 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 car has passed through tech. If a car is found illegal after qualifying, the Driver will lose his or her 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 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 three feature finishing cars go immediately to a designated teching area after the completion of the feature event and victory lane ceremonies, unless told otherwise. 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 Series Director will enforce the rules, and shall have the authority to deny a car permission to race based on his or her judgment of its condition relative to the rules.

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 tech inspector and/or Series Director 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. 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 20-30 minutes prior to warmups 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. All drivers, crew chiefs, car owners, crew members and/or team representatives agree to act in a professional manner as determined by RUSH Officials. The professional manner includes, but is not limited to verbal representation, written representation, any representation that may represent the RUSH Racing Series, sport of Late Model racing and/or motorsports in general and/or any affiliates.
- B. 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.
- C. Any driver, car owner and/or crew member that attempts to and/or does physically abuse to a RUSH Series Official, track official or staff, driver or any participant of any crew; this includes grabbing, pushing, punching, 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.
- D. Any driver, car owner and/or crew member that verbally abuses a RUSH Series Official, track official or staff, driver or any participant of any crew may 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.
- E. Any driver, car owner and/or crew member that threatens bodily harm or equipment damage when addressing a RUSH Series Official, track official or staff, driver or any participant of any crew may 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.

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.

- F. Any driver, car owner and/or crew member that enters into another competitor's pit area or to another competitor's car and becomes involved in any type of altercation may 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.
- G. Any driver, car owner, or crew member that takes part in discourteous conduct or causes a public disturbance may 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.

- H. Any participant that attempts to start their racecar from the wrong area or does not stop in the designated area to cause undue confusion or delay may be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by RUSH Series Officials.
- I. Any participant who drives or causes to be driven: a race car, pit mule, ATV, 4-Wheeler, personal vehicle or transporter in a dangerous or aggressive manner may 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.
- J. Absolutely *no one* is permitted to ride on the cars at any time. Violations *may* result in disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by RUSH Series Officials.
- K. No driver will be permitted to participate or compete while under the influence of any alcoholic beverages, intoxicants or illegal substances. Drivers deemed to be under these influences will be denied participation in the day's events, immediately disqualified, fined, and suspended for a period time deemed appropriate by RUSH Series Officials. Driver may also be subject to possible legal action. Car owner and/or crew members may also be subject to these penalties.
- L. Any driver or car owner that disparages RUSH in any publication, including all forms of social media and public forums may be subject to a fine and/or suspension and/or legal action and/or any other action deemed appropriate by RUSH Series Officials.
- M. The Series organizers and officials also reserve the right to request the removal of any derogatory or distasteful statements on any racecar or hauler. Failure to comply with this request for removal may result in disqualification from some or all of the RUSH Racing Series events.
- N. 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.
- O. Excessive speeding in the pit area will not be tolerated and may be subject disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by RUSH Series Officials.
- P. Drivers should not exit their car unless there are extenuating emergency circumstances. They should shut off the electrical power, remain in their car and wait for track and/or safety officials without removing any personal safety equipment. At no time should a driver and/or crew member approach any portion of the racing surface or another moving vehicle. Violations may result in disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by RUSH Series Officials.
- Q. Any driver, during an event; a competitor, crew chief, car owner, crew member and/or team representative may be requested to report to the RUSH Command Center for consultation and/or technical inspection with RUSH Officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request may result in disqualification and/or fine and/or suspension and/or any other action deemed appropriate by RUSH Officials.

Note: For interpretation of fines, penalties, and suspension implementation, see Fines, Penalties, & Suspensions section at the end of the technical rules.

DRIVER/CAR SUBSTITUTIONS:

If a driver chooses to change cars after Warmups, that driver will remain in his drawn position for Time Trials. At the discretion of the Series Director, drivers may change cars at any time between Qualifying and the start of the Feature. However, any change will result in the driver starting in the rear of his Heat Race, Dash, B-Main or Feature. Drivers and teams should remember that once the Series officials have been notified of a car change, the car being withdrawn cannot re-enter the event for any reason.

If a driver chooses to change cars, that driver must present his/her car for technical inspection before being allowed on track. Payoff and Car Owner points will remain with the car owner on record for the driver at the time of registration.

During a multi-day event or a postponed event, a driver may change cars from one day of the event to the next and retain their assigned starting spot for their next scheduled race; however, must be the same car number and owner on record at the time of registration at the initial event. In the event the feature (or B main) is postponed to another date after qualifying has been completed and the driver cannot

return, the car owner of the qualified car can replace the driver with an unqualified driver, but the car will start last (ahead of any new cars that *may* be permitted). If the feature was started before postponement, no driver changes will be permitted.

It is the driver's responsibility to notify the Series Director of any desired change. At all events, once the event has pulled away from the starting grid, no car changes will be permitted.

Any driver change not reported to the Series before the start of an event will result in disqualification. If violation occurs in the B main or feature, car will receive tow money only and initial signed in driver and owner will receive show-up points only, if member.

LENGTH OF EVENTS:

Heats: 8 laps or 10 laps if 10 or more cars are scheduled in at least one of the heats on tracks less than a 1/2-mile

Dash: 6 laps

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: 30 laps for events paying \$3000-\$3500; 40 laps for events paying \$4000 & \$5000 to-win; 50 laps for \$10,000 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.

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, format, size of speedway, etc.

TRACK PACKING:

If and when track packing is required prior to the night's program, any car that does not participate will be given only one (1) time trial lap and the best the car may qualify is 50% + 1 of the entered cars for that event. If and when track packing is required during the program, any car that does not participate *may* be required to start at the tail of driver's next scheduled race event.

LINE-UP PROCEDURES:

A car representative will draw a "pill" for time trial order or heat race lineup AFTER all event registration paperwork, fees, etc. have been paid. Note: "pill" 00 is 100. The car must be on the grounds when the "pill" is drawn and all registration must be completed. "Pill" cut off is typically at the start of the drivers meeting or approximately 15 minutes before warmups. Once the lineup is posted, no more "pills" will be drawn - *no exception!* Any driver(s) not pulling a "pill" will qualify at the end of the time trial order or start last in the heat race in a first come, first served manner.

Warmups/Practice: All entered cars will warmup by the time trial/qualifying order or heat race lineups, unless otherwise announced. If you miss your warmup group you will not be permitted to warmup in another group unless you have a mechanical issue and notify Series Officials beforehand. The transponder must be mounted on the racecar prior to warmups. Warmups are generally green-white-checked.

Qualifying Format (3 or less heat races): Any driver(s) not pulling a "pill" will receive only one lap of qualifying at the end, and the best the car can qualify will be no better than 50% +1 of total car count (ex. 30 cars, driver would be seeded no better than 16th). In most cases, two-lap group qualifying will be used with generally three cars per group. A driver that misses his or her qualifying position by more than two cars (single car qualifying), misses his or her pairing by more than one pairing (two cars) or his or her group (three cars at a time) will qualify at the end, will receive only one lap, and the best the car can qualify will be no better than 50% +1 of total car count. Drivers will qualify against the entire field. Ties in qualifying will be broke first by whoever had the best slowest lap, if applicable, or secondly whoever qualified first. **Any driver taking an extra lap in qualifying will forfeit his or her best lap of qualifying.**

Fastest qualifier overall will receive the \$100 FK Rod Ends "Shock the Clock" Qualifying award. Heat races will be lined up straight up on time. Any drivers that fail to qualify will start at the tail of a heat race in order by lowest "pill" draw. If a driver(s) fails to compete in his or her heat race, he or she will start at the tail of one of the B mains or the tail of the feature if no B main is necessary. No car will be allowed to change heat race or B main race assignment. 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. 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.

The top 3 finishers in each heat race will transfer to the dash if 2 heat races are run unless there are less than 14 cars in which only the top 2 finishers will transfer to the dash. The top two 2 finishers in each heat race will transfer to the dash if 3 heat races are run. The dash will be lined up by a "pill" draw with heat one winner drawing first, heat two winner second, etc. 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. Dash finish will determine the beginning of the feature lineup. 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.

Split Qualifying A/B Format (4 heat races & up to 79 cars): Field will be split into two (2) qualifying flights (A & B). Same penalty for driver not pulling a "pill" or missing their spot during qualifying apply as above with the exception that it will be based on car count in flight rather than total car count. Drivers will only qualify against drivers in their flight. Ties in qualifying will be broke first by whoever had the best slowest lap, if applicable, or secondly whoever qualified first. **Any driver taking an extra lap in qualifying will forfeit his or her best lap of qualifying.**

Fastest qualifier overall will receive the \$100 FK Rod Ends "Shock the Clock" Qualifying award. Fastest qualifier in flight A will start on the pole of heat 1, fastest qualifier in flight B will start on the pole of heat 3 if there are 4 heats, heat 4 if there are 6 heats, heat 5 if there are 8 heats. All heat race lineups will be heads up per flight from qualifying. The top two 2 finishers in each heat race will transfer to the dash if 4 heat races run. Only heat race winners will transfer to the dash if 6 or 8 heat races are run. The first heat winner in flight A will draw first followed by the first heat winner in flight B and so on. Dash finish will determine the beginning of the feature lineup.

Highest finishing non-dash car in heat 1 in flight A will start on the inside row behind the dash cars with the highest finishing non-dash car in the first heat race in flight B starting on the outside row. B main lineups will be staggered based on heat race finish. First non-qualifier in flight A will start on the pole of B main 1 and the first non-qualifier in flight B will start on the pole of B main 2. If 4 B mains are run, non-qualifiers in flight A will run B mains 1 & 2 and non-qualifiers in flight B will run B mains 3 & 4. If 6 B mains are run, non-qualifiers in flight A will run B mains 1-3 and non-qualifiers in flight B will run B mains 4-6.

Split Qualifying A/B/C Format (80-119 cars): Field will be split into three (3) qualifying flights (A, B & C). Same penalty for driver not pulling a "pill" or missing their spot during qualifying apply as above with the exception that it will be based on car count in flight rather than total car count. Drivers will only qualify against drivers in their flight. Ties in qualifying will be broke first by whoever had the best slowest lap, if applicable, or secondly whoever qualified first. **Any driver taking an extra lap in qualifying will forfeit his or her best lap of qualifying.**

Fastest qualifier overall will receive the \$100 FK Rod Ends "Shock the Clock" Qualifying award. If 9 heat races are run, fastest qualifier in flight A will start on the pole of heat 1, fastest qualifier in flight B will start on the pole of heat 4, and fastest qualifier in flight C will start on the pole of heat 7. If 12 heat races are run, fastest qualifier in flight A will start on the pole of heat 1, fastest qualifier in flight B will start on the pole of heat 5, and fastest qualifier in flight start will start on the pole of heat 9. Only heat race winners will transfer to the dash. If 12 heat races are run then 2 dashes will be run. Dash 1 will determine the inside 6 rows of the feature lineup and dash 2 will determine the outside 6 rows of the feature lineup. B mains will be lined up in a similar manner as Split Qualifying A/B Format.

Heats for "Pill" Draw Events: In the event qualifying cannot be contested, heat races 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. If a driver(s) fails to compete in his or her heat race, he or she will start at the tail of the B main or feature in a first come, first served manner. No car will be allowed to change heat race or B main race assignment. 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. 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.

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 (maximum 8 or 9, and in the event there are less than 20 cars, a reduced number of cars will redraw.) 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. The remainder of the field will be filled in a straight-up manner by the remaining drivers' heat race or B main finish.

Scratches: If a qualified car scratches from the feature, one extra car will transfer from the B main to the feature. If more than one B main is run, the additional car would come from the first B main 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 B main or feature line-up.**

PRE-RACE STAGING:

A horn may be used to signal the start to line-up for any and all events. Cars will enter the lineup area as directed by the lineup official. 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 single air horn to begin the eight (8) minute period, unless otherwise announced at the drivers meeting. The eight (8) minute sound will be followed by a 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 driver radio, or at any other time deemed necessary by Series Officials.

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 Race Director will not hold the race for a late car unless special circumstances dictate otherwise. If a car(s) scratches from an event, cars will be criss-crossed to fill positions.

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). Drivers must either qualify, run their heat race or B main to be eligible. Exception: In a multi-day event or when an event is rained out and completed at a later date, driver must be in competition when qualifying or the heat races are run to be eligible for a provisional. If there are no drivers eligible for a provisional, highest car owner in the top 15 in Car Owner Points would be eligible, if necessary.

Prior year's Driver Points will be utilized until one event is completed. In the event the provisional is between two or more drivers tied in points, provisional will be awarded to the driver that finished highest in the B mains. If finishing position is the same in the event more than one B main is run, the driver that ran the lower number B main will be awarded the provisional. If neither driver ran a B main, tiebreaker will be best heat race finish or lowest number heat race if heat race finish is the same.

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.

"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. Lineup will be straight-up from B main finish(s) of non-qualifying A main cars. If split qualifying format is utilized, first non-qualifier in flight A will be on the pole with the first non-qualifier in flight B will be on the outside pole. Payoff is at least \$200 to-win and \$150 to start unless additional monies have been added for special events. Separate points will be kept for this "Wheelman Bonus Event Challenge Series" utilizing the normal point structure with a yearend point fund; however, drivers that do not start will only receive 10 points rather than the normal 70 show-up points.

SIGNALING DEVICES:

The use of any signaling lights, devices or apparatus by crew members are not permitted. Violations may cause the driver to be disqualified from the race or the night.

STARTING THE RACE:

All original starts are in turn four at the designated starting point (announced at drivers meeting and on driver radio). Pole-sitter sets the pace; however, the front row must fire together at the designated starting point. Drivers are not to accelerate to full-speed until the front row reaches the designated starting point at which time the green flag will be displayed. Brake checking will not be tolerated. If

you change your pace coming to the green flag and cause an accident, you may be docked two (2) spots, sent to the tail or subjected to being disqualified from that event. If the pole-sitter jumps the starts, he/she will be docked two (2) spots to third; the second place starter will assume the pole and third place starter will move to second. If the second place car jumps the start, he/she will be docked two (2) spots to fourth; the third place starter will move to second and fourth place starter will move to third. Series has the right to swap the first and second rows or put the driver(s) in the wrong at the tail if a clean start is not produced in multiple attempts.

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 (2)** 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 (2) 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.

Any car(s) that stops on the track before the race starts will retain their starting spot(s) unless the one to go command was given. Any car(s) that pit prior to the start of the race, will lose their original starting spot and must start on the tail unless in an extraordinary situation that was no fault of the driver(s) as determined by Series Officials.

If three or more cautions occur prior to a lap being scored, Series reserves the right to go do a single file start. In this case, the pole-sitter will start the race at the designated starting point. No passing or pulling out of line until the leader fires.

Note: If a car pulls onto the track under its own power, but is unable to start the race, driver will receive last place money and points, and no alternates will be utilized. In the event multiple cars are unable to start the event, drivers will be scored according to starting position.

RACE SCORING:

All scoring will be done at the electronic scoring line or the designated start/finish line if no transponders are used. Electronic scoring line may not always be the same location as the flag stand. Split scoring will be utilized. A lap is considered a lap when the leader has passed the flag stand. 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. The remainder of the field will be filled in from the last completed lap.

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 may be docked two positions or 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 work area or pit area. 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 may 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 work area or pit area. If repairs can be made, the car may return to the race, but must restart on the tail.

In the event that a race car is inadvertently or purposely hit by a push truck, pace vehicle or purposely hit by another race car during push-off, or under yellow flag conditions or other non-racing activity and such incident is witnessed by an Official, then repairs can be made to the contacted vehicle and that car will resume it's running position. The maximum time period allotted for such repairs is eight (8) minutes. If repairs cannot be completed within this time period, then the car will be scored as finishing last in that race. Alternate(s) starters will not be given a starting position. In the event the damaged car is not able to reenter the race, the car will be scored last on the lap in which that car has completed.

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 or anything announced by track officials. Changes to the car for any other reason will force car to restart on the tail.

STOPPING ON THE TRACK:

If a car stops prior to the start of an event before the Flagman/Race Director gives the one to go signal or before the yellow light has been turned off, said car will retain starting position. If a car comes to a stop on the track during competition, the said car will restart on the tail (ahead of any lapped cars if on the lead lap). Any car(s) requiring assistance to restart (except prior to the event's initial one to go or under a red flag condition), will restart on the tail (ahead of any lapped cars if on the lead lap). Any car(s) stopping once the field has been told to double up for the restart or once the yellow light has been extinguished will restart on the tail (ahead of any lapped cars if on the lead lap) unless for safety reasons. Any car(s) stopping on the track that are not part of the caution will restart on the tail, but will not be charged with a caution.

Under a red flag condition, a driver may request a push truck for assistance without penalty. If a driver has been stopped by a Series or Track Official or if driver stops by an official for safety reasons (loose seat belts, debris on track, etc.), driver will retain his or her 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 or her position back.

REALIGNMENT/LAPPED CARS:

Cars should be single file under yellow flag conditions until the Race Director has given the command to double up. Lineup differences will be called over the driver radio. All cars involved in an accident or that stop on the track must go to the rear of the field (ahead of any cars that pitted and ahead of cars that are lap(s) behind) and will be lined up according to their running order on the previous lap. If the result of rough driving is a caution, both cars will restart on the tail (ahead of any cars that pitted and ahead of cars that are lap(s) behind); however ONLY 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 laps down and cars that pitted.

Lapped cars will restart the event behind the lead lap cars and ahead of cars that pitted. 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 back without an additional lap being completed.

If an inadvertent yellow flag is displayed by the Flagman or called by the Race Director for a car(s) that spins, but does not stop, Officials will determine the placement of where the car(s) will restart based on where car(s) blended back into the field at the point of when the yellow flag was displayed or called.

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:

There will be double-file restarts in all events unless otherwise noted. The leader has the option of choosing the inside or outside line and must be decided when told on the driver radio. 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 in the restart zone 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/race director. The leader must set a reasonable pace; excessive speeds or an excessive slow pace on restarts will not be permitted. Brake checking will not be tolerated. If you change your pace coming to the green flag and cause an accident, you may be docked two (2) spots, sent to the tail or subjected to disqualification from that event.

If the leader fires before the restart zone, he or she will be penalized two (2) positions. If the second place car jumps the start, he or she will be penalized two (2) positions. Cars passing before the green is displayed will be penalized two (2) 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 penalized two (2) 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.

Any driver 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 subjected to disqualification from that event.

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. No passing or pulling out of line until the leader fires.

Series officials have the right to change restart methods depending on situations that may arise on night of event (track conditions, excessive cautions, etc.) or during the season.

INFIELD:

Cars that go into the infield should 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 charged for two cautions in a heat race or B main, or three cautions in a feature will be black-flagged for the event. Also, any driver that brings out two unassisted cautions in any event will be black-flagged.
3. Any car(s) not maintaining a safe, competitive speed by the Flagman or Race Director is cause for being black-flagged for that event.
4. Any car(s) judged unsafe by Series or 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.

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.

WORK AREA:

The location of the work area for the feature will be announced at the drivers meeting. Once the car(s) arrives in the designated work area, car(s) will have two (2) minutes to change a flat tire or make repairs prior to halfway in the feature event. Once the event is at the halfway point or beyond, there will be no guaranteed time. When the work area is in the infield, any car(s) exiting the track to the pit area will NOT be permitted to re-enter 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 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 may 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 scale(s) used for the event, provided by the Series or track, will be considered the official scales of the event. Scale(s) will be available for all teams to verify its weight and determine the scale weight.

The number of cars weighing will be announced at the drivers meeting and/or on the driver radio and is at the discretion of the Race Director, Tech Inspector and/or Weighmaster due to different scaling configuration at different speedways. Typically all cars will weigh after qualifying and the dash, transfer cars in the heats and last chance B mains will weigh, and top five in the feature. In certain situations, cars will weigh before qualifying. Series reserves the right to weigh a car(s) at any time. As a courtesy, cars needing to weigh may be told on the driver radio, but failure to be told does not excuse drivers' responsibility to weigh.

Cars must proceed directly onto the scales. Any detour, redirection, mud puddle meandering, may result in disqualification or penalty. Drivers bouncing up and down in their seats may be disqualified. 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.

In the event of a car not meeting the required overall weight, Series and/or Track Official(s) may allow a car to weigh up to two (2) additional times by removing the car from the scale(s) and repeating the weighing procedure under the supervision of a Series or Track Official. If a car is allowed to re-weigh, the overall weight of the car recorded during the final weighing procedure will be the "official" weight of the car. Car may not leave scale area for re-weigh. **SERIES OR TRACK SCALES ARE FINAL.**

Failure to weigh or found light after qualifying will forfeit the driver's qualifying time and will start last in the heat race. Failure to weigh or found light after the heat races results in a disqualification for that event; driver(s) will start last in the B main or Feature if no B main is necessary. Failure to weigh or are found light after the B main results in a disqualification; driver(s) will still be able to compete in the Non-Qualifier, if held. Failure to weigh or found light after the Feature or Non-Qualifier will result in driver receiving the finishing position, pay, and points for last place.

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 required 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.

Any car that loses any weight/ballast during an event may be subject to a penalty. It is your responsibility to make sure mufflers and bolt-on weight are securely fastened.

EVENT DISPUTES:

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 may 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 Series 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. Drivers/Car Owners can use Platinum Events to replace their worst Marquee Event finish(es) or replace missed Marquee Events.

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 this case, this event(s) will be used to add to total year end points score. Touring member drivers/owners who are absent for a show-up point only event will only receive 70 points if having to use a Platinum Event as a replacement.

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 Series 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 determine or ask Touring Series member races to vote whether the event is considered a Platinum Event or show-up points only rather than awarding feature points.

LOYALTY PROGRAM

For every six (6) consecutive Tour events participated in (including both Marquee & Platinum), Touring member drivers will receive a free entry fee at their next event.

At the final Touring Series event of the season, a drawing will be held for a \$5,000 bonus presented by Landrum Performance Springs. To be eligible, driver or car must be a Touring Series member AND have competed in 75% of the completed Tour events. (Note: In the event the finale is rained out, drawing will be held at the awards banquet.

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 TRACK, RACE TEAMS and FANS 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 events may be shortened.

If rain occurs during Qualifying and the track is "lost", Qualifying will start over unless split qualifying is used and one of the flights is completed then only the non-completed flight will restart over. In the event of a rain delay or any other 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 or anything announced by track officials. Changes to the car for any other reason will force car to restart on the tail. In the event of an expected lengthy delay and cars are sent back to their pit area, any changes will be permitted.

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

Series or Track Officials may cancel a race if dangerous or unsafe conditions arise. Officials may complete an event, at any completed lap count, at their discretion, if a condition or circumstances create a reasonable inability to continue. The race will be considered complete unless announced otherwise. If, when officials determine in their sole discretion that unforeseen circumstances prevent the completion of the advertised distance or make it impractical to continue or complete the race within a reasonable time after it has been stopped, the race will be considered officially completed as of the last lap scored by the leader prior to the race halt. The finishing positions will be determined, as they would have held if the race had been restarted

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 a make-up feature may be run in the future, if possible, and **no new cars will be added to the field**. If the make-up feature is contested the following year, drivers/owners will receive show-up points only and no Tour points will be earned for the make-up feature the following year.

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 amongst the qualified drivers. RUSH and track promoters reserve the right to choose a scenario that best fits the interest of all parties.

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.

POINT FUND/AWARDS BANQUET:

The top 10 Touring Series Member drivers/owners in 2024 Touring Series points will earn the following point fund monies: 1. \$20,000 2. \$10,000 3. \$7,500 4. \$5,000 5. \$4,000 6. \$3,000 7. \$2,500 8. \$2,400 9. \$2,200 10. \$2,000.

Drivers/Owners in the following positions must compete in 75% of the completed Tour events to receive point fund monies: 11. \$1,500 12. \$1,300 13. \$1,200 14. \$1,100 15. \$1,000 16. \$900 17. \$800 18. \$700 19. \$600 20. \$500.

3C Graphix "Rookie-of-the-Year": \$3,000 to highest finishing rookie driver in Tour points. To be eligible, driver must be a Touring Series member, cannot have competed in 75% or more of completed events during any past Touring Series season AND must compete in 75% of the completed 2024 Touring Series events.

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.

APPEALS PROCESS:

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

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

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

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

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

MISREPRESENTATION

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