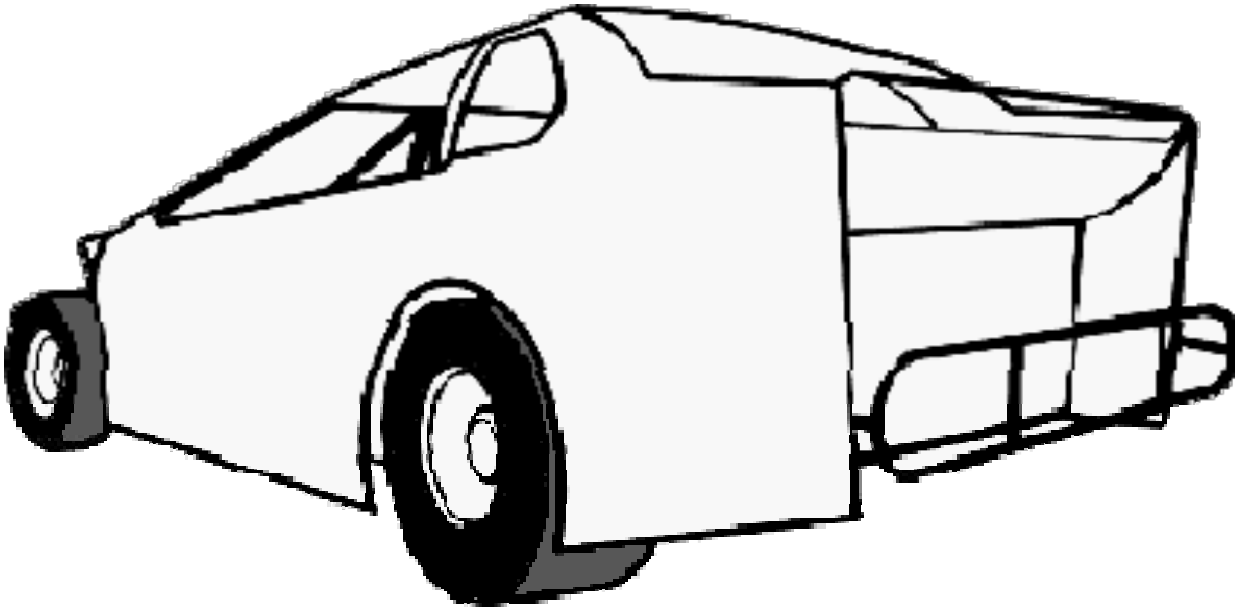
GRANDVIEW SPEEDWAY 2027

358 MODIFIED & 602 SPORTSMAN

SPECIFICATIONS & PROCEDURES



1/1/2027

PREFACE TO
GRANDVIEW 2027 RULE BOOK

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 GRANDVIEW SPEEDWAY INC., ROGERS & STINSON RACEWAY ENTERPRISES, INC., AND BY PARTICIPATING IN THESE EVENTS ALL GRANDVIEW SPEEDWAY INC., ROGERS & STINSON RACEWAY ENTERPRISES INC., COMPETITORS/MEMBERS ARE DEEMED TO HAVE TO COMPLY WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

IT IS UNDERSTOOD THAT FOR AND IN CONSIDERATION OF THE GRANT OF A PIT PASS THE HOLDER DOES HEREBY RELEASE, INDEMNIFY AND SAVE HARMLESS THE MANAGEMENT, PROMOTERS AND OWNERS OF GRANDVIEW SPEEDWAY INC., ROGERS & STINSON RACEWAY ENTERPRISES INC., OF AND FROM ANY AND ALL LIABILITY, NEGLIGENCE OR OTHERWISE AND FROM ANY AND ALL CLAIMS, SUIT, ACTIONS AND DEMANDS FOR DAMAGES DUE TO PERSONAL INJURY, DEATH OR DAMAGE TO PERSONAL PROPERTY WHICH MAY ARISE FROM ACCIDENT, THIRD PARTIES OR OTHERWISE WHILE ON THE PREMISES OF GRANDVIEW SPEEDWAY INC., ROGERS & STINSON RACEWAY ENTERPRISES INC. AND AGREES THAT BY ACCEPTING A PIT PASS IS THE HOLDER THEREFORE EXPRESSLY ASSUMES THE RISK OF INJURY, INCLUDING DEATH, TO HIMSELF OR INJURY TO HIS PERSONAL PROPERTY WHILE ON SAID PREMISES.

MANAGEMENT RESERVES THE RIGHT TO MAKE AMENDMENTS TO RULES FOR SAFETY OR OTHER CONSIDERATIONS OR WHEN DEEMED BENEFICIAL TO THE MAJORITY OF COMPETITORS. PRODUCTS OR DEVICES NOT SPECIFICALLY MENTIONED IN THIS RULE BOOK ARE NOT NECESSARILY LEGAL AND SAID PRODUCTS OR DEVICES WILL BE EVALUATED ON AN INDIVIDUAL BASIS TO DETERMINE IF THEY ARE IN THE BEST INTEREST OF RACING COMPETITION. MANAGEMENT RESERVES THE RIGHT TO OUTLAW ANY PRODUCT OR DEVICE NOT SPECIFICALLY PERMITTED BY THIS RULE.

IMPORTANT NOTICE
READ CAREFULLY

ALL RULES RELATING TO CONSTRUCTION AND SAFETY OF CARS ARE AN ABSOLUTE MINIMUM PROTECTION AND IN NO WAY GUARANTEE YOUR SAFETY.

THE STRUCTURAL INTEGRITY OF YOUR CAR AND THE SAFETY THEREOF IS TOTALLY THE RESPONSIBILITY OF YOU AND YOUR CAR MANUFACTURER. YOU MUST UNDERSTAND THAT AUTOMOBILE RACING IS A VERY DANGEROUS SPORT AND THAT ALL CONTAINED RULES AND REGULATIONS ARE MERELY PROCEDURES THAT ARE TO BE FOLLOWED IN ORDER TO PRODUCE GOOD COMPETITION. EVEN AFTER STRICT COMPLIANCE WITH THE SAME, INJURY AND/OR DEATH MAY OCCUR AS A RESULT OF YOUR COMPETING IN AUTO RACING.

ANY AND ALL PRODUCTS, DEVICES OR PARTS FOUND TO BE ILLEGAL UNDER THE PROVISIONS OF THIS RULE BOOK MAY BE CONFISCATED BY THE RACE TRACK. REFUSAL OR FAILURE TO SURRENDER SAID ILLEGAL PRODUCTS, DEVICES OR PARTS TO THE RACE TRACK UPON DEMAND AT THE TIME OF THE RULE INFRACTION SHALL RESULT IN AN IMMEDIATIATE SUSPENSION OF THE ILLEGAL CAR AND THE DRIVER THEREOF FROM THE TRACK UNTIL A FINE OF UP TO $1,000.00 IS PAID IN FULL TO THE TRACK.

ENGINE SEALING PROCEDURE for Modifieds

Engine must be on engine stand, and have oil pan, and one head removed and timing cover installed. One intake valve, and one exhaust valve must be removed to be weighed and to check the bowl area. Both exhaust and intake runners will be checked at this time also.

The #2 & #3 head bolts on each side, and two timing cover bolts, side by side must be drilled with 1/8-inch holes for seals.

The cost to seal an engine is $200.00 if your shop is less than an hour drive. There will be a per hour charge for anything over an hour's drive, but will only charge travel one way to your shop. If two or more owners want an engine sealed, the cost of travel can be split between them. $35/hr. over 1 hour drive time.

The cost of sealing may be adjusted depending on cost passed on to inspection of engines due to gas prices, cost of seals, or any other tooling needed to perform said duties.

Any car entering tech with unsealed engine is subject to disassembly.
Engine seals are strongly recommended in all classes.

Any modified with an unsealed engine must weigh 150lbs. more than a sealed engine of the same type. Unsealed 2500lbs.

Above applies to weekly points races.

Jim Carey (Big Diamond Speedway / Pottsville, PA)
570-640-4171

Or

Ed Scott (Grandview Speedway / New Tripoli, PA)

484-239-7583

RULE BOOK

GRANDVIEW SPEEDWAY GENERAL RULES AND REGULATIONS
ALL CLASSES

No computers or computer operated components of any kind allowed in or on any racing vehicle
ALL CLASSES

1. Management reserves the right to reject any entry.
2. Management has the right to check any car anytime at no cost or protest fee. Refusal of this right will result in forfeiture of all Monies earned at the particular event or if prior to competing, the right to compete.
3. Any deviation to the following rules must be passed by the technical inspector.
4. Quick release safety belt and shoulder harnesses must be used, must be 3" nylon. All belts and arm restraints must bear the date of manufacture and may not be in use for more than 2 years from the date of manufacture. Anti-submarine belts and arm restraints must be used at all times when the car is on the track or getting ready to go on the track (line up areas).
5. It is recommended that all drivers must wear flame resistant uniforms, Nomex or similar fabric and flame-resistant gloves and kept in acceptable condition (no holes, rips or tears). Flame resistant underwear, hood, socks and shoes are recommended. These items will be checked from time to time and if not acceptable, must be replaced in order to compete.
6. It is recommended that helmets meet specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute Inc. Snell Foundation Specifications SA 2015 Helmets or newer are recommended. Helmets marked "M" for Motorcycle are NOT ALLOWED. Full-face helmets are recommended.
7. Only registered driver to take car on track for run in and hot laps. Must wear all required safety apparel.
8. Hoods are mandatory at all times and must extend over and to the front of the radiator cap.
9. AII cars must have self-starter in working condition. Cars not able to start on their own, on the initial start and require a “push” must start at the rear of the field.
10. 2- WAY RADIO, CELL PHONES OR ON TRACK TEAM COMMUNICATIONS ARE NOT PERMITTED.
11. Fan shield or shroud is mandatory.
12. Wheel weights not allowed.
13. Open drive shaft cars must have a retaining hoop and/or approved “tunnel” located at the forward end of driveshaft. Drive shaft must be painted WHITE. A 1/8" STEEL PLATE UNDER DRIVER'S SEAT IS MANDATORY FOR ALL CLASSES.
14. No electric or cam driven fuel pumps allowed.
15. No oil coolers, breathers or oil lines allowed in or near driver area.

16. Ignition switch and fuel shut-off must be painted bright orange.
17. All mandatory safety components such as bumpers, rub rails, hoods, fenders and body panels must be securely fastened and on car at all times, subject to the approval of the technical inspector. No weighted bumpers or rub rails.
18. No two cars may look exactly alike.
19. A fire extinguisher is required. Gauge must be readable. An on board type (no dry powder) fire system is mandatory for all classes. Must have discharge heads in driver and fuel tank area.
20. No 4 wheel or front wheel drive cars permitted.
21. No V-6 engines allowed in any race division.
22. All rulings by the technical inspector and scorers are final.
23. Any car found to be illegal after the feature will be disqualified and lose all points and money earned for the night. Driver and/or car owner of any car found to be illegal after the feature, as far as engine or fuel, may be suspended for the minimum of the following two race meets. Major offenses, as determined by the management, could result in total suspension at said track.
24. Driver assumes responsibility for the action of their pit crew at all times and shall be the sole spokesperson for their car owner and pit crew in any and all matters pertaining to the race event and with officials in charge.
25. Raceceivers in good working order must be used while cars are on the track. Only one frequency is permitted and must match the track frequency for line up and yellow flag communication purposes only.
26. Ignition: All ignition wires, and ignition boxes MAY NOT PASS THROUGH OR BE LOCATED IN DRIVER'S AREA. The only exception is a single power wire. NO IGNITION WIRES may be grouped in with any other wire of any kind and may not be covered by tape or any other kind of wire loom. ALL IGNITION WIRES must be clearly visible and routed in a way that is easy to follow. The white and any other unused wire must be clipped as close as possible to the box. MSD #8982 start/restart control & MSD #8680 adjustable timing control or any other remote or manual timing control will NOT BE PERMITTED. Only one ignition per car. No spare coil boxes or pick-ups allowed.
27. No traction control devices of any type permitted.
28. Analog gauges or individual digital gauges are allowed. **NO** digital cluster dashboards.
29. No car should emit an electronic signal
30. No 3-way or 4-way adjustable shocks permitted. No electronic or magnetic telemetry type shocks permitted. Double adjustable are permitted. 1 compression 1 rebound only.
31. All cars must have functioning suspension, crash damage subject to inspection. No missing components.
32. Anything not covered in rule book is subject to official's discretion.

BECAUSE IT IS NOT ADDRESSED DO NOT ASSUME IT IS LEGAL!

GRANDVIEW SPEEDWAY
MODIFIED RULES

ENGINE: 10:1 COMPRESSION

ENGINE BLOCK: NORTH AMERICAN V-8 ENGINES PERMITTED

A. Cast Iron only OEM production engine blocks under 352 cubic inches but not less than 340 cubic inch displacement. BOWTIE, SVO, MOPAR D.C. After market OEM copied blocks are permitted. All OEM deck height and cam location are required on all blocks. NO RAISED CAM OR WIDER PAN RAILS STYLE BLOCKS OF ANY KIND.

B. 358 cubic inch (plus 3 cubic in. tolerance) is maximum displacement.

C. Flat top or dish pistons only. No dome. No offset pins. Three ring grooves.
Top of the piston may be cut for proper compression ratio but must remain flat or dished. D. 10:1

compression ratio, maximum reading on the "Whistler" 10.4:1.

CRANKSHAFT:

OEM stock production crankshaft required, must be manufactured by the manufacturer of the engine block used. No aftermarket crank allowed. Stock stroke only, no interchanging of crankshafts allowed. You must use the crank for the block used. Chevy Motor Example: If you use a 350 cubic inch Chevy block or a Chevy bowtie block you must use a 350 Chevy crankshaft with a 3.48" stroke only. The following part numbers are the only 350 Chevy cranks that may be used: Steel-1182, 1184, 2690, Cast iron- 310514, 3912335, 3932442, and 3932444. Ford Motor Factory forged steel or Factory case iron and must display the factory part number. Mopar Motor Example: If you use a Chrysler block, MOPAR D.C. P3870873 X or R, you must use a Factory

1. No offset grinding of journals, stock stroke only.

2. No polishing, grinding or knife edging of crankshaft or counterweights.
   You may debur sharp edges and pattern marks on crankshaft.
3. They must fit OEM templates.

4. Drilling permitted for balancing only.

5. Original factory casting number must remain on the crankshaft.

6. Balancing the crankshaft will be achieved by drilling the front and rear counterweights only. All holes must be complete holes and changing the original shape of the counterweight will not be permitted. No metal removed from throw side of the crankshaft. Original templates will be used to tech. the engines.

INTAKE:

Cast aluminum production intake only.

CONNECTING ROD:

1. Any steel connecting rod permitted.

2. The only lengths to be used are: Chevrolet 5.7”, Ford 6.0”, and Mopar 6.125”.

CARBURETOR:

9:1 and 10.5:1 spec head engines may use 650 or 750 Holley carbs. All carb dimensions must remain stock. 650 0-4777 and 750 0-4779 may remove choke horn. All Holley 650 and 750 HP and Ultra XP carbs can be used. No vacuum secondary carbs allowed. All 650 carbs use a straight bar booster except the Ultra XP which is a down leg style. All 750 carbs use down leg boosters. Boosters must be made by Holley. No individual velocity stacks allowed on carbs. Maximum 2” thick spacer between the carb and manifold. No moving parts in intake manifold or spacer. Carbs will be teched for Holley dimensions. No Dominators. After market billet base plates and metering blocks are acceptable provided, they retain stock Holley dimensions and functionality. **NO** 3 circuit carbs allowed.

CYLINDER HEAD:

Only cast iron OEM stock production cylinder head, cast by the manufacturer of the approved engine block, is permitted. Aftermarket heads are not allowed.

EXAMPLES

Chevrolet: Any OEM stock production cast iron cylinder head or Chevy bowtie cast iron head. Raised runner or dart head is not allowed.

Ford: Any OEM stock production cast iron cylinder head or SVO Ford cast iron head is allowed. Boss Ford raised runner head is not allowed.

Chrysler: Any OEM stock production cast iron cylinder head or MOPAR D.C. W2 head is allowed. Hemi head is not allowed.

1. Ports may be matched to intake manifold but must not exceed ½” depth. Sandblasting, bead blasting, porting, polishing and welding prohibited. Valve stem size and valve guide location must remain stock. Valve seat area may be opened or machined but not to exceed 1” in depth from the bottom of the valve seat. 1" in depth in the valve seat area does not allow you to machine over the hump into intake ramp, machining should not be visible looking into the intake or exhaust ports perpendicular to the port face. Combustion chamber modification accepted. Head may be machined for large push rods. 3/8” thick exhaust port plate allowed. Valves must remain in stock location.

2. No acid dipping or porting permitted.

3. Conventional style Rev Kit may be used. Push rod must be removed from top, cannot be attached internally. No carbon fiber valve parts allowed.

OIL SYSTEM:

No dry sump oil system and no external oil pump or oil system allowed.
No air pump of any style allowed.
No Accusump systems.

CAM:

No overhead camshaft permitted.

FUEL:

Gasoline **ONLY** fuel permitted. No oxygenated fuels, top lubes, performance enhancement additives or any other kind of additives permitted. The base fuel used for our testing will be the track fuel that evening. When the track fuel is not used by the competitor, the track is not responsible for any disqualification for a DIRTY fuel test.

ENGINE INSPECTION will occur at random. Grandview Speedway may request removal of an intake manifold, cylinder head or oil pan of any engine at any time. Any engine violation will incur the loss of ALL money for the event and a point's penalty. A second offence will include indefinite suspension. An engine inspection will be required before reinstatement.

ENGINE: BRODIX ALUMINUM SPEC HEAD 10.5:1 COMPRESSION

Carburetor: See page 12

Engine Block: See page 11

Cylinder Heads:

Chevrolet #SP CH, Ford # SP FO, and Mopar # SP MO only.

1. Spec heads will be supplied with CNC bowl blend and intake port match.
2. No grinding or blending of CNC machine work.
3. No grinding, polishing or "undercover porting" anywhere on casting.
4. No welding or epoxy permitted.
5. No titanium valves.
6. Titanium valve spring retainers are permitted.
7. Maximum valve size, 2.080 intakes and 1.600 exhausts, stem diameter 11/32".
8. Valve angle, position, seats and guides to remain as cast.
9. No altering valve guides lengths.
10. Angle milling maximum 1.0 degree.
11. Serial numbers will remain untouched.
12. Brodix is the authorized repair facility. Notification, authorization and documentation must be supplied to Grandview Speedway for all repairs.

Crankshaft:

Any forged or cast steel crankshaft, OEM stroke for engine block used, is permitted.

Chevy 350 - 3.480" stroke Ford
351 – 3.500" stroke
Chry 360 – 3.578" stroke
Chry 340 – 3.313" stroke

Connecting Rods:

Solid steel only, any length

Pistons:

Flat top or inverted dome 3 ring only, compression ratio Maximum 10.5:1. Maximum overbore Ford .060”, 363 cubic inch maximum - Chevy 0.70, .363 cubic inch maximum.

**** NO W16 CRATE ENGINES ALLOWED ****

**** NO CT 525 CRATE ENGINES ALLOWED ****

GRANDVIEW SPEEDWAY
2027 SPORTSMAN ENGINE RULES

GENERAL ENGINE RULES

- GM 602 Crate Engines factory sealed or R.U.S.H. sealed engines permitted.

1. **CARBURETOR –** Crate Engines may use a 650 Holley, 650hp, 650xp, or 750Holley, 750hp, or a 750xp. See Page 12.

2. **FUEL PUMP**: Only 1 stock type mechanical fuel pump located in stock location on engine is permitted. No electric or cam driven fuel pumps allowed.

3. **OIL SYSTEM -** Oil must be in steel factory pan only. Oil coolers will be permitted providing they are mounted under the left wing or under the hood only.

4. **WATER PUMPS** - May be cast iron or aluminum only. No electric cooling fans or pumps.

5. **FUEL** - GASOLINE ONLY. No oxygenated nitrous or any other additives are permitted. The base fuel used for testing will be track fuel.

6. **Ignition –** Only stock type battery ignition systems permitted. Use of aftermarket stock type distributor is permitted. No external or internal ignition boxes or ignition amplifier permitted. On H.E.I ignition, coils must remain in distributor in stock OEM. No crank trigger ignition systems No traction control devices of any kind. The use of aftermarket Add-on rev-limiter to protect engine from over-revving is permitted.

7. **VIBRATION DAMPENERS** – Gm 602 specified dampers only.

8. **Weight**

602 crate engines = 2350 lbs. Aluminum Wheels or Steel

9. ALL Sportsman engines MUST use MSD 8728 Soft Touch Rev Limiter with 6200 RPM chip or MSD 8727ct.

10. One carb spacer 1" thick permitted any style or material may be used.

2027 RUSH CHEVROLET PERFORMANCE *602 CRATE ENGINE SPORTSMAN MODIFIED* TECHNICAL RULES & REGULATIONS FOR GRANDVIEW SPEEDWAY

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

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

ENGINES:

A.) General Motors (GM) Engine part number #88958602, 19258602, 19370602, 19418602, 19431602, 19432602 or 19433602; RUSH reserves the right to amend this list of approved engine part numbers.

B.) All engines are to remain sealed from the factory. These engines are sealed at the intake manifold, cylinder heads, front cover and oil pan with special GM twist off bolts or cap seals. The original factory seals (bolt type or cap seal) must remain unaltered. Tampering, removal, or modifications of any type and/or broken factory seals, bolt type or cap seal, will not be permitted and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection.

C.) The exception to this will only be in the event a rebuild/repair is required. This rebuild/repair must be authorized by the RUSH Racing Series, at which time the engine may be repaired or possibly rebuilt providing all guidelines and specifications set forth in the GM Technical Manual #88958668. Crate engines must not be altered, modified, or changed from factory specs, unless any such alternation, modification, or change is approved by RUSH. RUSH Authorized Rebuilders will be notified of any such alteration, modification, or change.

D.) Only RUSH seals will be accepted in the event of an engine rebuild/repair.

E.) Engines must be sealed in all of the above locations with either the "original" GM twist off bolt heads or cap seals, or RUSH seal tags, or a combination of the "original" GM twist off bolts or cap seals, and/or RUSH tags.

F.) The sealed engines must remain intact and not be tampered with; *any seals* that have been tampered with, removed, or modified, and/or broken will make the engine illegal and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection. Modifying any internal engine parts or changing the parts from stock as delivered sealed from the factory, other than those approved by RUSH, will result in disqualification for the night's event (loss of points and money), loss of all Grandview Speedway points to date, suspension from all Grandview Speedway, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined $1,000, and an indefinite probation; penalties apply to both driver and car owner.

G.) The permitted crate engines must not be altered, modified, or changed from the GM specifications set forth in the GM Technical Manual #88958668; no changes are allowed to the engine- intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part or parts on or in the engine. Any alteration, modification or change must be approved by RUSH. RUSH Authorized Rebuilders will be notified of any such alteration, modification, or change.

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

H.) RUSH GM Crate Engine rebuild/repairs must be authorized by RUSH Racing Series. RUSH GM Crate Engine rebuild/repair procedure works as follows:

1. RUSH authorized rebuild/repair center must complete the RUSH Racing Series Engine Seal Request, Engine Parts Release, and Engine Owner & Authorized Rebuild/Repair Facility Agreement forms must be completed it their entirety and e-mailed to RUSH Racing Series office at info@rushracingseries.com to receive permission from RUSH officials for engine to be rebuilt or repaired.
2. Only RUSH Racing Series authorized engine rebuild/repair facilities may be utilized. The list of RUSH authorized engine rebuild/repair facilities is available on the RUSH Sportsman Modified website under the engine tab.
3. Based on the estimate and the detail of the rebuild/repair, RUSH Racing Series Officials will determine if the rebuild/repairs may be made or if a new engine must be purchased.
4. Upon completion of the rebuild/repair(s) the engine must be 'resealed' using RUSH seals before being released for competition.
5. All engine information regarding rebuild/repairs and/or engine introduction must be retained by RUSH Authorized Engine Repair Facility and turned into RUSH office at 4368 US 422, Pulaski, PA 16143 to be recorded into rebuilt/repaired engine database, which includes the engine owner, driver at time of rebuild/repair, engine serial number, repair, type of repair and/or what type of service was performed to any engine, along with RUSH seal numbers and specific location of seals.
6. The opportunity for an engine to be rebuilt/repaired will be at the sole discretion of RUSH Racing Series Directors upon reviewing RUSH authorized rebuild/repair center's RUSH "Seal Request and "Engine Parts Release" forms.
7. In the event a repair must be made to an engine scheduled to compete in consecutive Grandview Speedway events or if RUSH seals cannot be obtained in time for competition in a single event, engine owner and or competitor "must" have authorized RUSH engine repair facility of their choice contact RUSH Series Directors to receive permission and instructions on obtaining "approved" temporary seals in order for engine to compete. RUSH Competition Director can also install "approved" temporary seals in this situation. Temporary seals will "only" be permitted on repaired engines for events that are designated by RUSH Series Directors.

I.) Engine's GM serial number and when applicable RUSH's build certification number must be clearly visible to Series' or track technical inspectors.

J.) RUSH Racing Series Officials and/or Grandview Speedway Management/Officials reserve the right to inspect, exchange and/or confiscate any GM Crate engine, or other specified engine component. In the event the engine or specified component is to be removed, it must be removed immediately by person(s) appointed by driver and/or car owner. Refusal to surrender an engine or other engine part for inspection, exchange, or confiscation, will result in disqualification for the night's event (loss of points and money), loss of all Grandview Speedway points to date, suspension from all Grandview Speedway, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined $1,000, and an indefinite probation; penalties apply to both driver and car owner.

K.) ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL result in disqualification for the night's event (loss of points and money), loss of all Grandview Speedway points, suspension from all Grandview Speedway, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined $1,000, and an indefinite probation; penalties apply to both driver and car owner.

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

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

ENGINE PROTESTS/SELECTION:

1. RUSH Racing Series Officials and/or Grandview Speedway Management/Officials are authorized to call for an engine inspection or tear down *at any time*. Inspection and tear down will be performed by RUSH Tech/Competition Director. Person(s) appointed by driver and/or car owner will remove engine immediately at race track and track/Series will impound engine until inspection day can be arranged for all parties involved. (See #6 for procedures if car is to compete in successive Grandview events.)

2. The protest fee for a complete teardown of an engine that finishes the A main in the top five is $2,000, and must be made by a driver/owner that finishes in the top five. $300 of protest fee will go to Series or Track and the remaining $1,700 will go to the winner of the protest.

3. The protest fee for a partial teardown of an engine that finishes the A main in the top five is $1,500, and must be made by a driver/owner that finishes in the top five. $300 of protest fee will go to Series or Track and the remaining $1,200 will go to the winner of the protest. A partial teardown will include the following: cam profiled along with the timing components, lifters, and cylinder heads verified.

4. Protest and fee in cash must be made to a RUSH Tech Inspector, Race Director, or Track Tech Inspector within 15 minutes of the checkered flag of the feature. Protest cannot be withdrawn once it has been declared. Protested competitor cannot counter-protest in the same event.

5. At any time, an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed immediately by person(s) appointed by driver and/or car owner and impounded by Series/Track. Protested engine will be sealed by RUSH Official or person(s) appointed by RUSH to ensure that it has not been tampered with, and to verify engine's identity. Any refusal to permit engine confiscation will result in disqualification for the night's event (loss of points and money), loss of all Grandview Speedway points to date, suspension from all Grandview Speedway, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined $1,000, and an indefinite probation; penalties apply to both driver and car owner.

6. *If the protested car wishes to race in successive Grandview Speedway events within 72 hours (three days) the following will apply ONLY at the discretion of RUSH*: RUSH Series Officials reserve the right and also grants the right to Grandview Speedway tech officials to seal or otherwise identify the protested engine to allow the car to compete in successive events within 72 hours (three days). Further postponement of tear-down will be at the discretion of RUSH Directors/Officials. The driver and/or owner has the option whether to surrender the engine on the night it's protested or have it identified and retained for the successive races. However, if the driver chooses to compete with the engine after its selection for tear down, and that engine is found to be out of compliance with RUSH Technical/Engine rules, the driver will be disqualified from all races entered after the engine was protested, in addition to the race when engine was protested. RUSH *may* assess penalties for *each* race in which the selected engine was used after its selection, if it is found to be illegal. If the engine is found to comply with all applicable rules, then driver/owner will be awarded all money and points earned for each event.

7. At this time, the feature finish will be frozen until inspection is complete. In the event of a disqualification, finishing position, points and monies would be adjusted accordingly.

8. Failure and/or refusal to tear down an engine at any time will result in disqualification for the night's event (loss of points and money), loss of all Grandview Speedway points to date, suspension from all Grandview Speedway, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined $1,000, and an indefinite probation; penalties apply to both driver and car owner.

9. Inspection location will be determined by RUSH Officials with consultation from Grandview Speedway Official. There will be no dispute over choice of location.

10. Driver and/or car owner and one other representative of the team will be allowed in the tech area during the engine teardown. Only one representative from the team protesting the engine will be allowed in the tech area during the engine teardown. Additional attendees must be approved by RUSH pursuant to a written request. Protestor and protested driver and/or car owner along with the confiscated sealed engine and/or parts must be present at predetermined location. All parties must remain present during the entire teching procedure.

11. Note: All removed original GM bolts or cap seals and RUSH Seals must be returned immediately to the RUSH Office.

12. Engine infractions "within the bolts" will result in disqualification for the night's event (loss of points and money), loss of all Grandview Speedway points to date, suspension from all Grandview Speedway, RUSH sanctioned competition and all entities licensed to utilize the RUSH Engine Sealing System for 365 days, fined $1,000, and an indefinite probation; penalties apply to both driver and car owner.

13. In the event that the RUSH Series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Series" will provide a full GM gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassembly.

FINES & PENALTIES:
If an entrant is disqualified for any of the above reasons, fine and /or suspension applies to both the driver and car owner if not the same person; neither the owner nor the driver can race for the suspension period, and while only one fine will be charged, neither party can race until that fine is paid. Fine must be paid in full to Series by cash or certified check in order to compete once suspension period ends.

In addition, fines and penalties also carry over to all speedways that are contracted by RUSH to utilize the RUSH Engine Sealing System.

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

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

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

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE:
The decisions of RUSH officials or promoter at an event, including the interpretation and application of rules and the scoring of positions, shall be FINAL, BINDING, and NON-APPEALABLE, except in the case of a suspension or fine, which is further explained in the SUSPENSIONS/FINES & APPEALS category.

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

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

APPEALS PROCESS:

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

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

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

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

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

MISREPRESENTATION

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

Rev. 9/4/24

SECTION 1 - MANDATORY SAFETY RULES FOR MODIFIED AND SPORTSMAN CLASSES

THE FOLLOWING RULES APPLY TO THE MODIFIED AND SPORTSMAN CLASSES. THESE RULES ARE MANDATORY AND WILL BE STIRCTLY ENFORCED.

All cars are subject to Inspection at any time. All cars must be free from mechanical defects and be in safe racing condition. Track or Series officials' decision regarding any safety infractions will be final.

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 29" below the top roll bar. Proper bracing and triangulation on front and rear roll bars are required. It is highly recommended that all roll bar bracing be a minimum diameter of 1.50" x .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.

2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2” x 4” frame (no outriggers). The front roll bar must be measured and constructed the same way except that the allowable taper in the frame rules will govern the width dimension. Only two steel roll bar diameters will be permitted, 1.750" x .095" wall and 1.50" x .120" wall.

3. Shock resistant roll bar padding must fully cover all bars that may come in contact with the driver's head while strapped in the seat. Center steering housing, lines and fittings must be covered with shock resistant roll bar padding. The steering wheel center must be padded. The starter housing and any other points of contact that could potentially injure the driver must be adequately padded.

4. Driver's seat must be securely fastened to frame or cage in six spots with a minimum of six (6) 3/8" bolts, four (4) on bottom and two (2) on the seat back. Seats must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat. A minimum 8" wide by 1/8" steel plate will be added to the top of this plate and centered and extend to the top seat mount. The seat must be one piece high back type with padded rib protectors only. The seat must be made of aluminum (no fiberglass). Seat and steering must be centered in frame. Head, neck and shoulder supports are HIGHLY RECOMMENDED and will be MANDATORY in the future.

5. All cars must have a functional padded head rest, which must be in line with center of driver's head, if not built into the seat.

6. AII cars must be equipped with 3" lap belt and 3” shoulder harness with 2 belts over the shoulder. Buckles must be quick release type. There must be a minimum of one submarine strap. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. Cam lock seat belts are not allowed. When belts have cotter pin locks, the pins must be in place. Belts may be rejected if not in good condition. A sternum strap shoulder harness is highly recommended. Belts more than 2 years old will not be permitted.

7. All drivers must wear a helmet (Snell SA 2015 or newer recommended), arm restraints, fire retardant driving gloves and full fire suit. Note: The following items are highly recommended: One piece fire suit, full face helmet, fire retardant underwear, racing shoes and a neck brace.

8. All cars must have a steel wind screen of substantial material with a maximum individual opening of 2” x 1’’ x 1/16’’ (no chicken wire or aluminum). Screen must cover entire windshield area left to right across the cage and from top of cage down to hood or cowl. Clear lexan or safety glass windshields may be used for additional protection if they are in the driver’s line of sight. They must be shatterproof and mounted behind the screen enabling driver to wipe them clean. Any additional windshield must not obstruct the emergency exit of the driver.

9. Adequate window openings on both sides of the car must be maintained for emergency exit of the driver. The minimum opening size 12” high x 18” wide.

10. All cars must have a drive shaft cover. Cars with open drive shafts must have a tunnel made from a minimum of 1/8" thick steel which extends from 2" under front edge of seat to the back of the transmission, covering the shaft, "U" joint and output flange on top and both sides. It must extend completely down to floorboard. It must be held in place with a minimum of four (4) 3/8" diameter bolts at bottom connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-away for lightening purposes. NOTE: Closed drive type car with torque tube or bell that already have a 360-degree covering from "U" joint back to seat will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver's compartment must have a steel cable 1/4" in diameter minimum or clamp connecting it to a substantial cross-member to limit its range should it break loose. It is also recommended that all these parts have no sharp edges and be padded. Open drive shaft cars must have two (2) steel rings, diameter to suit, ¼” wall thickness, 2” wide, each fastened by two (2) 3/8” grade 5 bolts to torque arm side plates or frame. Must be installed around each drive shaft universal joint.

11. Firewalls, front and rear, are mandatory. The rear firewall must extend from top of fuel cell to belly pan to isolate the driver from the fuel cell, minimum .050" thick aluminum or steel. A minimal amount of sheet metal may be cut out for drive shaft clearance. The front firewall must isolate driver from the engine compartment.

12. Belly pan is mandatory and must extend from front firewall to rear firewall and be fastened securely. It is mandatory to have a separate floor to protect the driver’s feet in the event the belly pan comes off. This extra floor must be attached to the frame, cross member or both and extend from the front firewall past front edge of the seat.

13. All crews must carry an operable fire extinguisher pit side capable of extinguishing fuel and oil fires.

14. On board fire extinguisher is mandatory with one discharge in drivers’ compartment and one in the fuel tank area.

15. Battery must be properly secured and must have top and terminals completely covered by rubber. NOTE: It is recommended that battery be mounted outside of driver’s compartment and that a battery shut-off switch be mounted and marked ON/OFF with a bright orange paint. The switch should be clearly visible and easily identified by the safety crew. **NO LITHIUM BATTERIES PERMITTED**

16. All cars must have an ignition switch which is easily accessible within the driver's compartment. The ignition switch should be marked ON/OFF with a bright orange paint and be clearly visible and easily accessible to the safety crew.

17. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON/OFF with a bright orange paint.

18. All fuel lines, power steering lines and fittings running through the driver's compartment must be an approved braided type line. Plastic or glass fuel filters are not permitted. Any high-pressure lines, fittings or any lines carrying hot fluids that run through the driver's compartment must be encased or shielded by a deflector to prevent driver injury. All oil coolers must be mounted below inner sheet metal. Louvers will be allowed for cooling oil coolers only.
19. All cars must have four (4) wheel hydraulic brakes in good working order. Brake tests may be conducted.

20. Rear wheels must have a minimum of five (5) lug nuts; a minimum of three (3) lug nuts are required on front wheels. Knock off hubs are not allowed.

21.a. **FUEL TANK**
MODIFIED GASOLINE TANK: Must be approved fuel cell with bladder and foam.
SPORTSMAN FUEL TANK: Must be approved fuel cell with bladder and foam.

21.b. ALL TANKS: Fuel tank height 12", minimum from ground to bottom of tank. Fuel tank must also be centered inside of frame rail. Fuel lines must siphon from the top only. There must be a one-way safety check valve in the vent line. Vent Line must extend below fuel tank. The fuel tank must be mounted behind driver. Fuel tank must be secured by at least two steel straps; each strap must be a minimum of 1" x .125" and bolted with at least 5/16" diameter grade five (3 line) bolts. A third strap in opposite direction is recommended.

22. A horizontal bar with minimum diameter of 1.00" x .095" wall thickness must be mounted behind the fuel cell to protect it from rear crash damage.

23. Exhaust headers must be safe for the driver and must not point down towards the track surface and must extend past front of fuel cell. Preferably past fuel cell.
24. No mirror or reflecting device that will enable the driver to see the car behind is permitted.

25. Inspectors reserve the right to request body or sheet metal to be replaced and/or painted if they have sharp edges or do not adequately represent the sport.

26. A minimum of two (2) throttle return springs and a toe loop on throttle pedal are required.

27. Fuel drums are not permitted on track premises.

28. Cockpit adjustable components, except brake bias and pan hard rod, are not permitted.

SECTION II - MODIFIED AND SPORTSMAN BODY RULES

ALL MEASUREMENTS WILL BE TAKEN WITHOUT DRIVER.
Aluminum or steel will be required for all inner and outer body panels. Fiberglass roof is required. Hood scoop may be fiberglass. The nose piece and front spoiler may be made of an approved plastic. Only clear lexan or aluminum will be allowed for the rear spoiler and the rear wing windows. Composite R.S. door and quarter panels are permitted.

ROOF:

1. Roof must be centered on roll cage and frame (No offset bodies). Leading edge of roof must be fastened in a stationary position a minimum of 33" and a maximum of 48" in front of rear axle centerline. The roof must be securely fastened at the back and on both ends.

2. Length of roof: maximum 60", minimum 48". Width of roof: maximum 52", minimum 48", must be a turtleback style and shape. The roof contour must fit roof template patterns left to right and front to back (no flat roofs). Roofs cannot change shape or location while racing.

3. Overall height (top of highest point): minimum 52" maximum 61" Measured from the ground. Maximum roof angle is 5 degrees on a gauge with no deflections in roof contour.

4. Roof must be a single ply, one contour inside and out. Roll bars must be exposed from any angle. No vertical metal used to mount roofs will be allowed covering the roll bars.

FRONT DOOR POST:

. Door post must be 2" wide from the side view from the roof all the way down to the door. The post must be flat; no angle shape or round tubing will be permitted. No lexan vent window or excessive sheet metal will be allowed in the vent corner where the post meets the door panel.

REAR WING WINDOW

1. Window must conform to measuring templates as shown in the "Body Style Diagrams". The name of the body style picked must match the wing window design and be lettered as such on the front center of the roof. All window styles must be clear smooth lexan with no bends or breaks. No lettering or decals allowed on the wing windows.

2. Rear view of the wing window must go in a straight line from top of quarter panel or body line to the roof with a maximum gradual deflection of 2" in the center of wing window. Side view of the rear wing window must extend from the roof to the rear top of quarter panel in a straight line or in accordance with the window style chosen. A maximum of 3" higher than the rear deck height at that point will be allowed. Reference the Modified Body Diagram for specific details.

BODY WIDTH AND GROUND CLEARANCE:

1. Body width (measured anywhere along the body line, front to rear): 68" maximum, 60" minimum. Minimum body and chassis ground clearance 2.50". No fan or ground effect cars. No rubber skirts, fins or spoilers are permitted under the car.

DOOR PANEL:

1. Side door panel: minimum 60” in front of centerline of the rear axle. Door must be straight up and down within that measurement. Front door extension will be allowed up to 20" behind the front axle centerline. Front door height must be a maximum of 38" and minimum of 30'' from the ground measured at 60'' from rear axle centerline. Ground clearance on the bottom of the door must be a minimum of 6" and a maximum of 12" from the ground. Door and rear quarter panel may have a maximum lip of 1.50" rounded at 90 degrees and facing inward only, on the top and bottom. Right Side door can be aluminum or composite material.

REAR QUARTER PANEL:

1. Rear quarter panels must match each other. They must be a maximum of 45" and a minimum of 40'' from the ground at the rear and continue in a straight line with top of door (see Modified Body Diagram). You may use a fender flare, up to a maximum of 2" from the body but overall body width must still be maintained at a 68" maximum. Rear quarter panel can extend back to 48" maximum at top and may incline down to 44" maximum at bottom measured from center of rear axle to rear of car Ground clearance on rear quarter panel must be a minimum of 8" and a maximum of 16". Right and Left quarter panels may be aluminum or composite material.

REAR SPOILER:

1. The rear spoiler must be clear lexan or aluminum with a maximum height of 3" from the rear deck and must not have any lettering or decals on it. The rear spoiler must be non-adjustable, no hinges or slides.

2. A maximum of three vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2'' in vertical height and 10 inch in length.

REAR DECK:

1. Must be a maximum height of 47" with ½” tolerance and minimum of 40" from the ground.

2. Rear deck must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9" and a maximum of 14" in vertical coverage behind the fuel tank. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9" to 14" of vertical coverage. This panel must completely cover the fuel cell, filler hoses and vent lines. The fuel cell must also have both sides completely covered by sheet metal in addition to the container it is enclosed in. The rear panel between fuel cell and rear bumper is recommended but optional. Fuel cell may be visible from rear of car. Any vent line nozzle used for catch can purposes must be mounted on the left quarter panel.

HOOD, NOSE AND FRONT SPOILER:

1. The hood, nose and front spoiler can be no wider than 36" and no narrower than 24". Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36" width maximum. Fabric shock covers are allowed as long as they are used for the prevention of dirt getting to the shock and not used for any aerodynamic advantage. The front spoiler may not extend any more than 20" in front of the front axle centerline. The front spoiler must be nonadjustable, no hinges or sliders. Hood shall be considered from the front roll cage to the top and even with the front of the radiator. Nose piece shall start where hood ends to a maximum of 20" in front of front axle centerline. They all may have 2" maximum lips up or down on both sides following the contour of the body. The hood, nose and spoiler may not overlap each other's location on the frame. Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose. Hood must have complete sides. Hood and sides must be easily removed for engine Inspection.

2. Front windshield opening for the optional ram air style scoop, a 10" vertical measurement from lowest point of roof or roll cage to highest point on hood, including the hood scoop, is required. For the conventional type scoop an 8" vertical measurement will be required.

HOOD SCOOP:

1. An optional hood scoop mounted on top of the hood for the sole purpose of enclosing the carburetor and air filter will be allowed providing it meets the following specifications: both style scoops may use fiberglass and the option of keeping the hood fully enclosed will be allowed.

2. Ram air type scoop: Maximum length, 30" from start to finish, maximum width 18" from start to finish. The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 10" of vertical vision for the driver. This measurement will be taken from a horizontal line from the highest point of the hood and completely enclose the carburetor and air filter. A tolerance of ½” will be allowed on these dimensions.

3. Conventional non ram air scoop: A maximum of 25" is allowed from center of the carburetor forward. The width allowed is a maximum of 22". The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under roof or roll cage.
4. Sportsman must have a 2” hole on top of hood to rear rev limiter without removing hood.

INTERIOR SHEET METAL:

1. Any horizontal body support, other than the inner pods front or rear, must be a maximum of 1" deep by 1" thick tubing or flat stock only. No inside wings, outside wings, spoilers, air foils or wind deflectors are allowed. No double panels will be allowed that creates a wing effect. A 1" maximum reinforced lip will be allowed on all lexan, but all allowable measurements must still be maintained. All inner sheet metal used must completely cover areas from door to door, quarter panel to quarter panel. No holes or openings are allowed in this area.

2. No vertical fin, air dam or faring allowed on the side or behind the roll cage. Sheet metal must be a flat single plane across the inside of the car. No covered roll bars for aerodynamic purposes are allowed. Louvers or holes in the interior or exterior sheet metal are not permitted with the exception to cool the radiator, engine or oil cooler. The belly pan may not be any wider than the frame from front to back and may not have any lips or fins facing downward.

NUMBER:

1. Track handicapper will assign car number. Whenever possible a requested number will be assigned, but the handicapper reserves the right to issue all numbers in order to prevent duplication and maintain proper records.

2. Team cars must be clearly distinguishable from one another and use a different number or letter.
3. Numbers and letters will be limited to three digits. If three digits are used two shall be primary numbers. Numbers are required on roof, nose, rear deck and both doors.
4. All numbers and letters must be a minimum of 18'' high on the roof and doors and 8" high for the rear deck and nose. All numbers and letters must be of equal size.
5. If numbers "3" "6" or "9" are used make sure that they are distinguishable. Do not let nerf bars block visibility.

SECTION III - CHASSIS SPECIFICATIONS FOR MODIFIED AND SPORTSMAN CLASSES

FRAME:

1. Only 2” x 4” box frames are permitted between axle centers front and rear. The 4" side must be vertical. Frame rails must be steel only. AII 2” x 4” rails must be .120" wall thickness. At the discretion of the officials, it may be necessary to drill a 3/16" hole in frame rail for inspection of thickness. No other holes will be allowed. Round tubing allowed for the frame rails will be 1.50” x .095" wall or 1.750” x .095" wall.
2. Frame width shall be as follows; Front (at shock towers): 24" minimum, 35'' maximum. Rear: 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26".

   Measurements are to be taken from the outside of the frame rails, these measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames etc. are considered the frame.
3. Minimum length of the 2” x 4” frame rail must start at 14'' in front of rear axle centerline and extend to front of the radiator. Kick up material must be same specifications as the roll cage or frame material. Left and right frame rails both top and bottom, must be in a straight line and be an equal distance from drive line centerline along the total length of frame. The only exceptions will be the lower left rear frame rail, which will be allowed a 4'' absolute maximum indent for suspension clearance and the two upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.
4. Titanium or carbon fiber materials are not allowed on the chassis.

ROLL CAGE:

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 20" below the top roll bar, Proper bracing and triangulation on front and rear roll bars is required. It is highly recommended that all roll bar bracing be a minimum diameter of 1.50" x .095" wall thickness steel tubing. A minimum of one diagonal bar across the top of the roll cage is mandatory.
2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2” x 4” frame (no outriggers). The front roll bar must be measured and constructed the same way except that the allowable taper in the frame rules will govern the width dimension.
3. Only two steel roll bar diameters will be allowed, 1.750'' x .095 wall or 1.50" x .120 wall.
4. Gussets are recommended at all roll cage joints.

SEAT:

1. Seat and steering wheel must be centered in the frame. The seat must be a maximum of 16" from the center of the rear axle to back of seat bottom (see Body Diagram). A high-back seat made completely from aluminum with padded rib protector is mandatory. No fiberglass or carbon fiber materials are permitted. Head, neck, and shoulder supports are HIGHLY RECOMMENDED and will be MANDATORY in the future.

RADIATOR:

1. Only one (1) radiator allowed and it must be centered squarely, not angled, in front of engine in a vertical position. No plastic or carbon fiber allowed. No auxiliary cooling tanks or catch cans are allowed in driver's compartment.

ENGINE LOCATION:

1. The engine must be centered in the chassis and placed in an upright position.

   Engine set back: minimum 56" maximum 66" with ½" absolute maximum tolerance. Set back will be measured from the center of the front axle to the rear machined bell housing surface of the engine. Rear engine car is not permitted.

TRANSMISSION:

1. Approved North American manufactured manual shift transmission only, no automatics. No overdrive or under drive transmissions allowed. No running through reduction gears; transmission must be direct drive to rear axle at racing speed. Transmission must have forward, neutral and reverse gears in good working order. From a neutral position, with the engine running, a car must be centered in the chassis.
2. Car must have a battery and starter motor in good working order. The car must self-start and move without assistance.

DRIVELINE:

1. Chassis, driveline or suspension components made of titanium or carbon fiber are not permitted. Only two (2) universal joints per driveline, a drive line shield is mandatory (see safety rules for detailed requirements). All of driveline must be centered in chassis.

REAR AXLE:

1. Competition rear axle only. Hypoid, limited slip, locker spool or two speed rears are not permitted. Rear axle must have solid aluminum or steel spool only. Axles on the closed rear must be steel. Rear spindles must be steel. Live rear axle with aluminum or steel axle is permitted. The rear axle or chassis may not be offset more than 4" measured from the inside of the left rear tire to the inside of the right rear tire at axle height (see Chassis Diagram for rear axle offset details). The center line of rear axle must be centered in the chassis.

FRONT AXLE:

1. The front axle must be straight one-piece steel tubing without camber adjustments. Split or dropped axle is not permitted. All brackets on the front axle must be bolted or welded, no bird cages or slides. Modified type front spindles only. It is recommended that bearing shafts be made of steel. Chassis may not be offset more than 4", measured from the inside of the left front tire to the inside of the right front tire at axle height (see Chassis Diagram for front end offset details).
   Front wheels must be fully exposed. Fenders are not permitted.

WHEELBASE AND TREAD:

1. Wheelbase: minimum 106'' maximum 110". This measurement will be taken from the center of the rear axle to the center of the front axle, both left and right side with a maximum tolerance of ½".
2. Tread width: front-maximum 86" minimum 74". Rear treads, maximum 86" minimum 80". Width measurements will be taken from the outside of the tire side wall at axle height with a maximum tolerance of ½".

CHASSIS GROUND CLEARANCE:

1. There must be a minimum of 2.50" ground clearance from the chassis or anything attached to it, including any part of the body. Metal, lexan, rubber air dam, fin, spoiler or skirt is not permitted under the car. Ground effect devise not permitted.

SUSPENSION:

1. No independent suspension front or rear. No "A" frames or ball joints may be utilized for steering axle, kingpin only. Four-wheel steering actuated by steering wheel is not permitted. All suspension systems must be mechanical with no form of electrical, radio or computer assistance.

   ****In <u>2025 season</u> <u>NO</u> left rear Panhard rods or J. bars Allowed****

SPRINGS:

1. Any form will be permitted; torsion bar, coil spring, leaf spring etc. providing they are steel. Fiberglass, carbon fiber or titanium is not permitted.

SHOCKS:

1. One shock per wheel, no titanium. *See General Rules & Regulations*

BRAKES:

1. Car must have four-wheel hydraulic brakes in good working order. Carbon fiber, titanium or aluminum rotors or pads are not permitted. On live rear axle, one inboard and one outboard brake assembly is permitted. Brake tests may be conducted.

FRONT BUMPER:

1. Must be made from round steel tubing with a minimum diameter of 1.25'' x .095 wall thickness for main bumper and all bracing. It must consist of two rails, an upper and lower. These rails must have four sockets or supports attached to the frame. The four tubes that support the bumper from the four frame sockets must be horizontal. These rails must also be a minimum of 6" apart and a maximum of 12" measured from top to bottom and maintain that measurement for a minimum width of 24" or a maximum width of 30". It must also have an 18" center measured from the ground up to the middle of the bumper. The front bumper may not extend more than 24" in front of front axle center centerline.
2. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper. Bumper must have rounded ends and no sharp edges.

REAR BUMPER:

1. Round steel tubing with a minimum diameter of 1.50” x .095” wall thickness for main bumper and all bracing is required. It must consist of two rails, an upper and lower, which must have four sockets and horizontal support bars attaching it to the frame. These rails must also be a minimum of 10" apart and a maximum of 16” measured from top to bottom and maintain that measurement for a minimum width of 64” or a maximum width of 86". The rear bumper or any side bars cannot extend past the outside of tire sidewall on both sides. It must have an 18” center measured from the ground up to middle of bumper. The rear bumper may not exceed 52” in back of rear axle centerline.

2. No V-shaped bumpers. Crash area must be flat and vertical for the full width of bumper. Bumper must have an anti-hook brace from outer hoop to the bumper mount extensions. When rear side rails are used, they must be inside the body’s quarter panel. AII rounded ends and no sharp edges. Rear bumpers must retain their structural integrity or car will be removed from the event.

RUB RAILS:

1. Must be made of round steel tubing with a minimum diameter of 1.50’’ x .095” wall thickness. AII bracing must be a minimum diameter of 1.50” x .095" wall thickness. Maximum wall thickness must be .095” with no solid bars or ballast added inside. Rub rails must be outside of body panels but may not exceed the outside edge of the tires. The exception is the left rub rail, which may extend an absolute maximum of 2" outside the left rear tire sidewall. Rub rail ends must be rounded with no sharp edges and bend at a gradual 90 degrees. In the event the rear bumper is damaged it must be attached with at least one bolt on each side of tank, and pass track official inspection before continuing.

2. Rub rails must be a minimum of 50" long, end to end.

3. A single rub rail, no added tubing on top or bottom of any kind allowed.

4. A double left side rubrail will be permitted

MUFFLER AND EXHAUST SYSTEM:

1. Only two mufflers are permitted. Mounting position will be optional. The exhaust must exit safe for the driver and must not be directed to the track surface, and must extend past front of fuel cell, preferably past fuel cell.

2. Any manufacturer of exhaust header is allowed, but header material is limited to steel or stainless steel. Cross over pipes connecting cylinder banks are not permitted.

3. Mufflers are required.

4. Sportsman: No s/s or tri wye headers. Standard steel headers only.

BALLAST WEIGHT:

1. Any ballast weight up to 15 lbs. must be mounted within the vertical plane formed by the frame rail, must be securely fastened with at least 2 (two) 1/2-inch grade 5 bolts, and must remain stationary while racing. All ballast must be painted white and have car number on it. Weight ballast may not be fastened to the inner side rail jigs or on any part of the roll cage above the inner sheet metal. Weights over 15 lbs. must use steel gusseted brackets.

ALL CARS MUST HAVE TRANSPONDER MOUNTED ON RIGHT REAR, 24” BEHIND REAR AND 12” TO 24” ABOVE GROUND.

WHEELS:

1. MODIFIEDS: Aluminum or steel wheels permitted. Magnesium or carbon fiber wheels are not permitted. Bleed off valves are allowed.

   SPORTSMAN: Steel wheels and Aluminum Wheels permitted.

2. Bead locks are mandatory on right side ONLY.

3. Wheel covers are allowed outside of the wheels providing they are one piece, attached as part of the bead lock and maintain a minimum thickness of .095" with a 4.5" diameter center hole. AII wheel covers must be approved by management. Constructed of aluminum only.

4. Foam inserts allowed and must display car number.

5. Wheel covers attached by dzus buttons are not permitted

TIRES:

1. American Racer Tires on ALL 4 corners. No Stamps Required.

2. No tire softener or liquid of any kind is allowed inside or outside of the tire. Heating the tire by torch, blanket or exhaust system etc. is not permitted. Any type of tire inner liner is prohibited. Durometer readings may be taken at random.

3. Compound markings must be left on tires. No removing.

4. LF (left front) compounds: 33, 38
   RF (right front) compounds: 33, 38, 44
   LR (left rear) compounds: 44, 48
   RR (right rear) compounds: 48, 50

MINIMUM WEIGHTS:

1. 2350 LB – 10:1 cast iron head engines & gas Brodix Spec Head engines
   2400 LB - Ford N, Chevy LS-1 and Mopar cast iron head engines, w/650 CFM only
   Weight is checked, with driver, after each event. Track scales will be official, no protests or appeals are allowed on their findings.

   SPORTSMAN: 2350 lbs.: 602 crate w/ Aluminum wheels or steel wheels

2. One trip over the scale only. If not sure of weight check it before warm-up starts.

3. Weight violation is subject to complete disqualification at the discretion of the official.

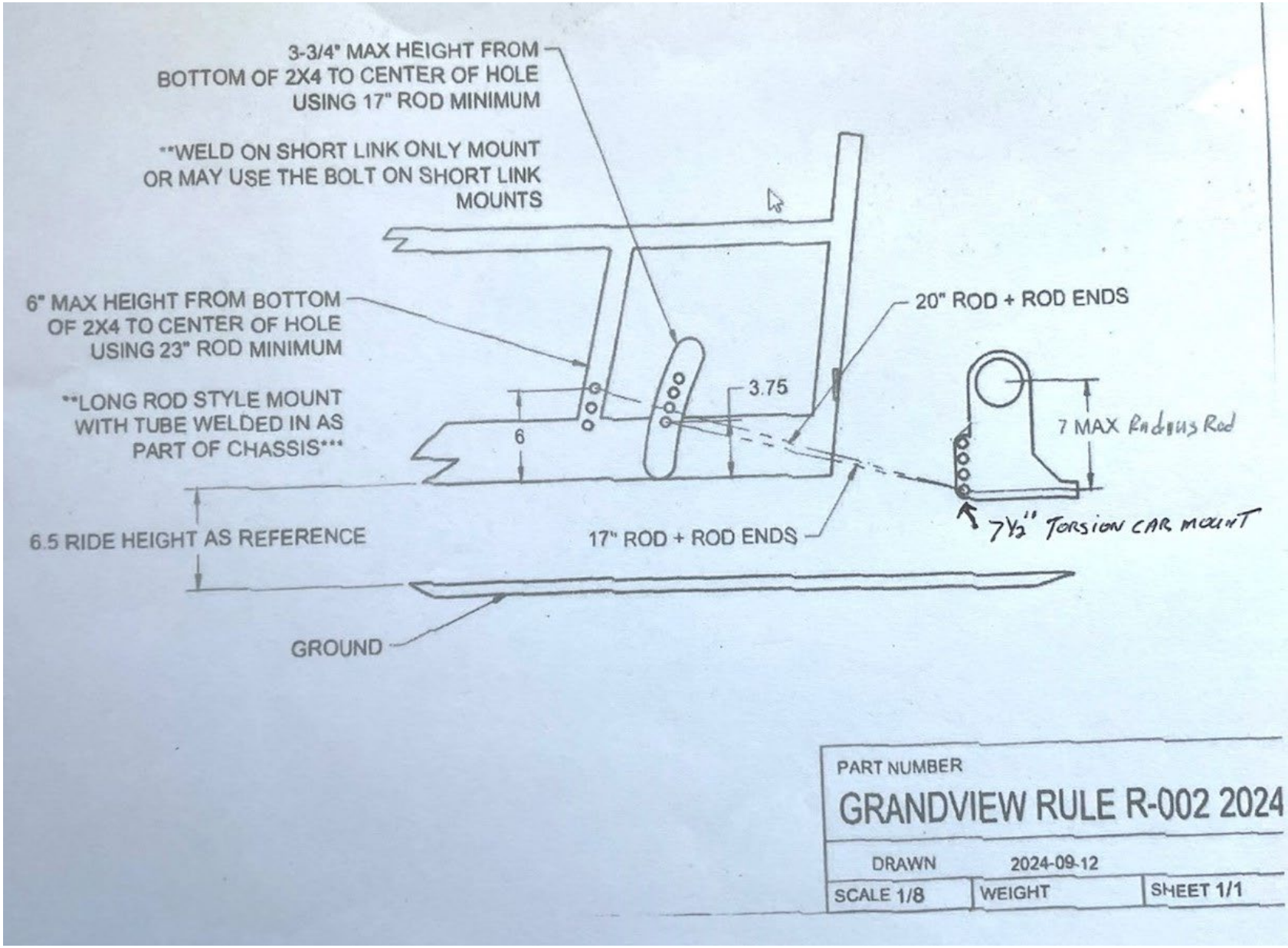
4. Weight limit for your car must be marked clearly on driver's right-side cowl, visible to scale operator.

RIGHT HAND PANHARD OR W-LINK

1. Right Rear panhard rod or w-link minimum length 15" without heims (no j-bars)

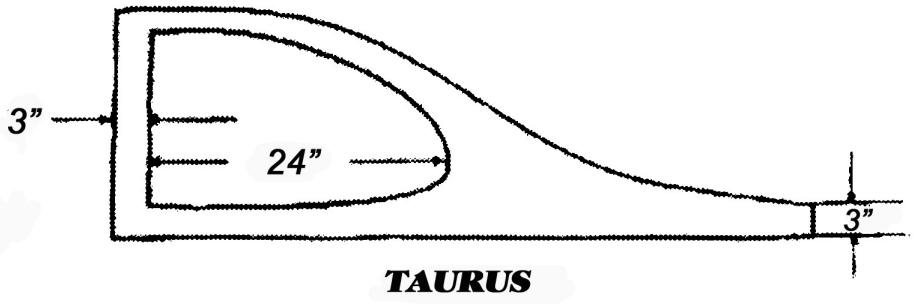
2. Right Rear radius rods may use 17" or 23" minimum rods without heims in any mounting holes.

3. Left Rear radius rod use 17" or 23" minimums without heims as per diagram.


3-3/4" MAX HEIGHT FROM BOTTOM OF 2X4 TO CENTER OF HOLE USING 17" ROD MINIMUM
**WELD ON SHORT LINK ONLY MOUNT OR MAY USE THE BOLT ON SHORT LINK MOUNTS
6" MAX HEIGHT FROM BOTTOM OF 2X4 TO CENTER OF HOLE USING 23" ROD MINIMUM
LONG ROD STYLE MOUNT WITH TUBE WELDED IN AS PART OF CHASSIS*
20" ROD + ROD ENDS
3.75
6
7 MAX Radius Rod
7½" TORSION CAR MOUNT
6.5 RIDE HEIGHT AS REFERENCE
17" ROD + ROD ENDS
GROUND
PART NUMBER
GRANDVIEW RULE R-002 2024
DRAWN 2024-09-12
SCALE 1/8
WEIGHT
SHEET 1/1

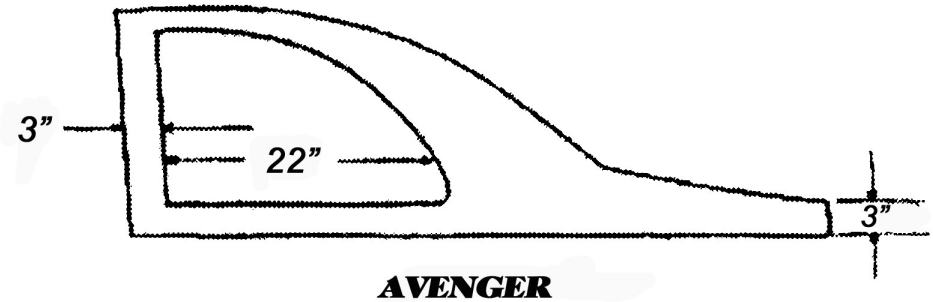
MODIFIED MANDATORY BODY STYLES

For Bodies over 60 inches

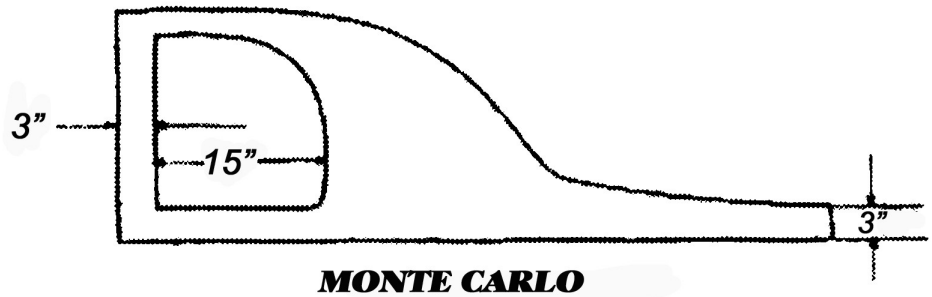


TAURUS

GRAN PRIX

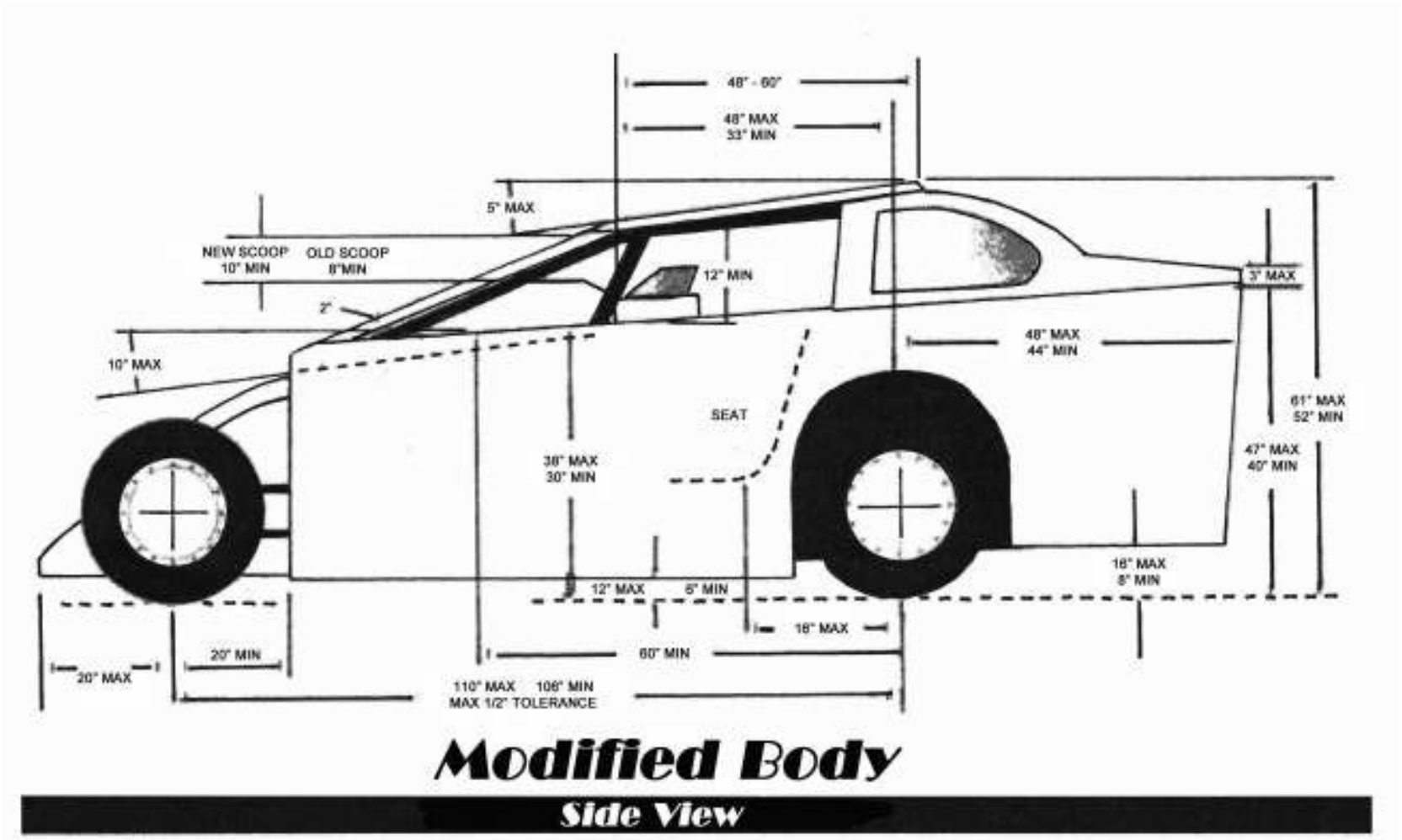


AVENGER



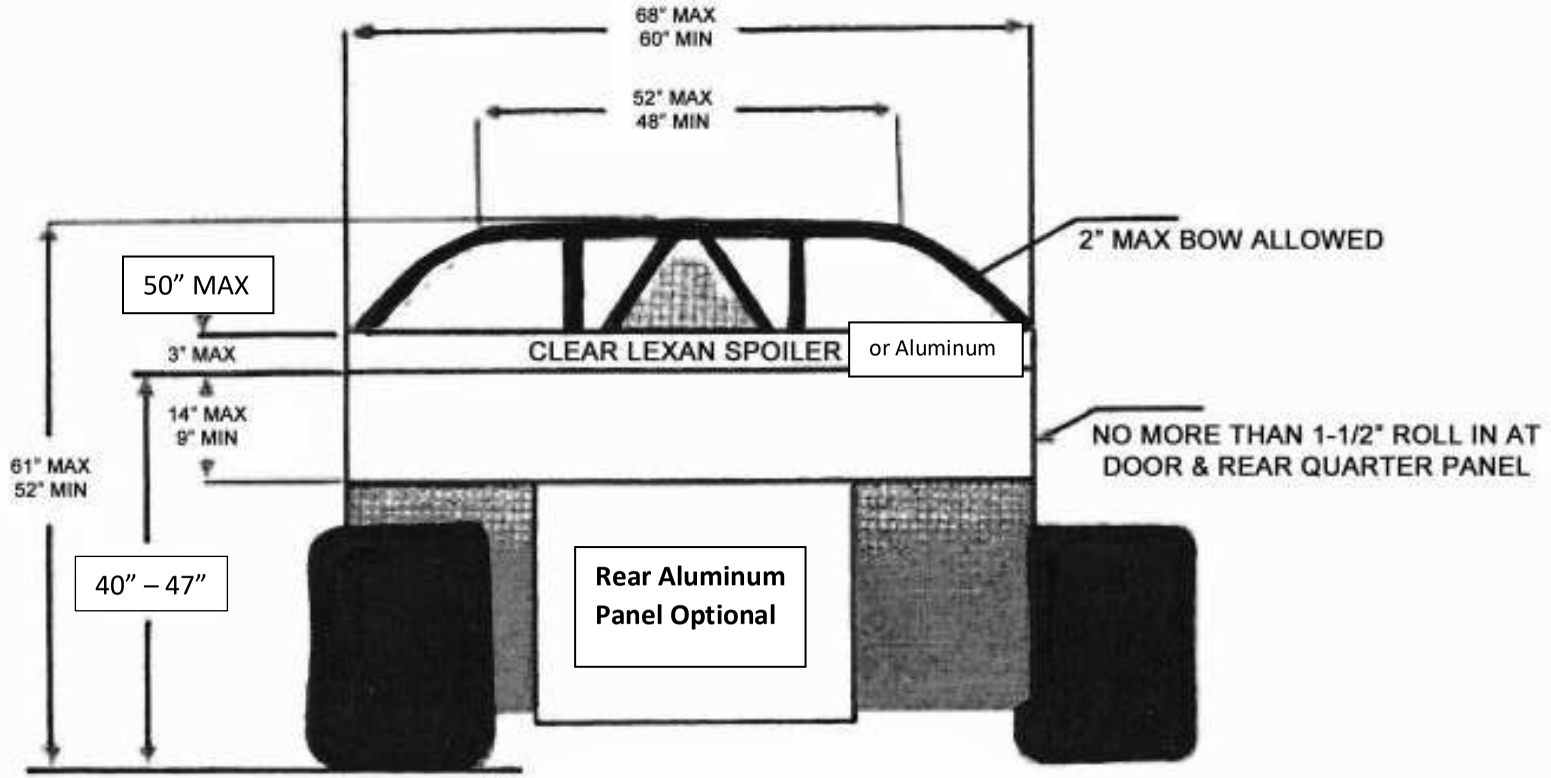
MONTE CARLO

NOTE: Window opening must have clear lexan without writing or decals and must closely resemble the above drawings.

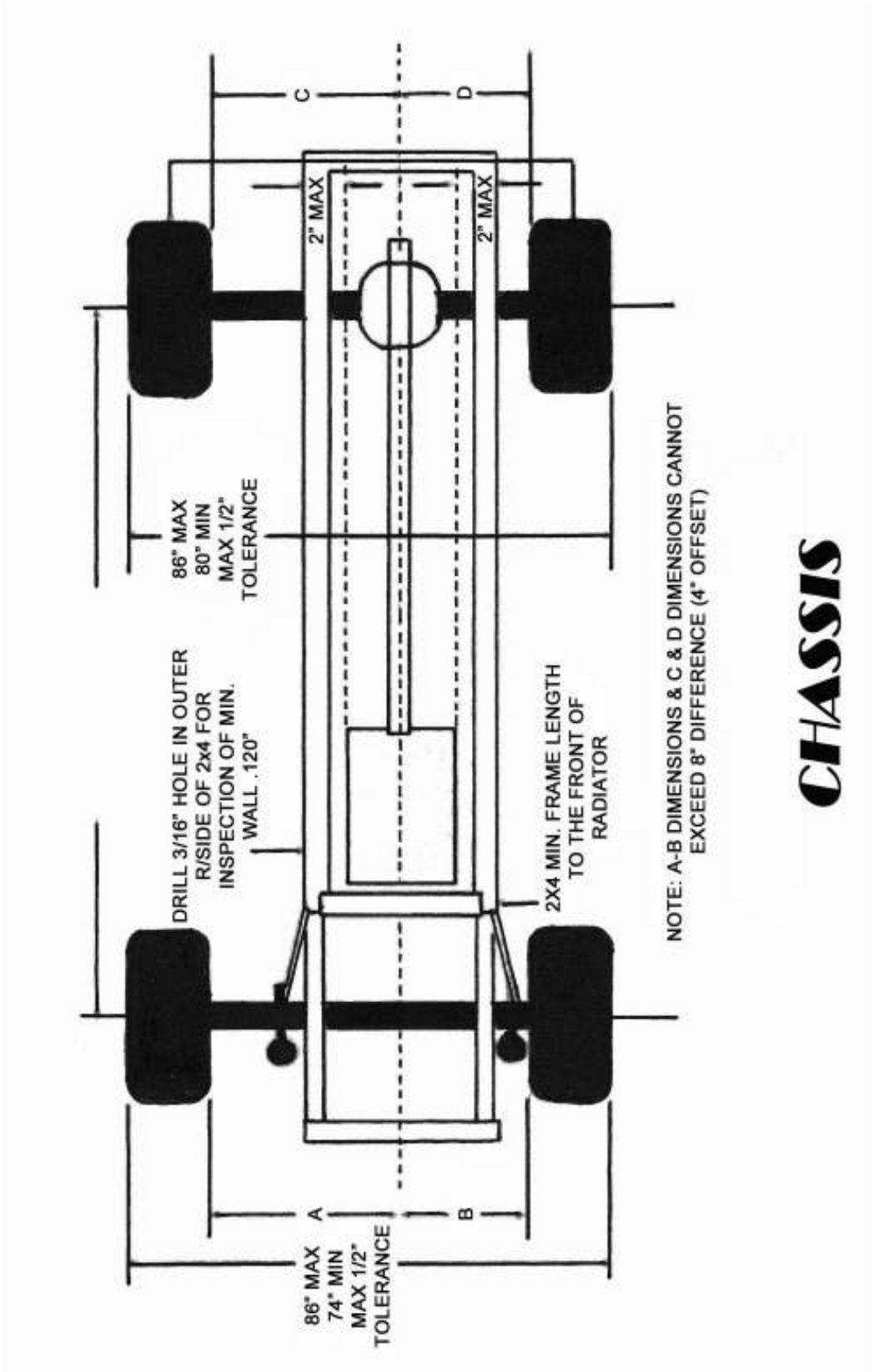


Modified Body

Side View



Modified Body (Rear View)


C
D
2" MAX
2" MAX
86" MAX
80" MIN
MAX 1/2"
TOLERANCE
DRILL 3/16" HOLE IN OUTER
R/SIDE OF 2x4 FOR
INSPECTION OF MIN.
WALL .120"
2X4 MIN. FRAME LENGTH
TO THE FRONT OF
RADIATOR
NOTE: A-B DIMENSIONS & C & D DIMENSIONS CANNOT
EXCEED 8" DIFFERENCE (4" OFFSET)
A
B
86" MAX
74" MIN
MAX 1/2"
TOLERANCE

CHASSIS

GRANDVIEW SPEEDWAY RACE PROCEDURE RULES

1. A driver may get out of one car and drive another, but after driving the second car he may not get back into the first car. Any change must be reported to the pit steward and handicapper in the event of driver change in any car already qualified for feature event, car will have to start at rear of field, in case of driver qualifying more than one car, driver must run last car qualified. No driver changes after green flag.

2. No car will be allowed to run in rear of heat for practice laps.

3. Get your car on track promptly for start of race. When pit steward calls your car for race, get it out on track in time. Cars not on track in time will have to start in the rear. After starter has given signal to pole car to move, any car coming on track automatically falls in at rear of field.

4. When race is running the next event will be lined up on pitlane. When race is over the next event should immediately enter track.

5. Once a car is reported scratched from a race that car may not be re-entered in that race.

6. A. In event of yellow flag any car not driven immediately to the starting line or to the rear of the field, will be considered involved in the accident.

   B. After all cars have passed the scene of the accident, the remaining cars that have not assumed a position will go to the rear of the pack and put in position by scoring tower.

   C. If race must be stopped no work may be performed to car on the track. If you have problems go to the pits and upon return to track fall in at rear of the field.

   D. If you are involved in an accident and can move you are to drive your car into the infield so race can proceed, if you cannot drive your car cooperate with towing operators so car can be removed from track as quickly as possible. If you leave car unattended, it will be towed to the infield and dropped.

   E. If you drop out of race into the infield while the green flag is out and the leader passes your position and then the yellow flag comes out, your car will be scored as being 1 lap down to the field.

7. Yellow flag laps will not be scored. Restart after red flag will revert to last completed lap.

8. During yellow flag period, cars must run single file.

9. Single file restarts when 5 laps or less remain, in the feature event.

10. Sportsman Feature Only – Will see a single file restart if two cautions occur on the same lap, regardless of what lap it may occur. Once another lap is scored, we will revert back to double file restarts until the final five laps of a feature when single file restarts already occur.

11. Use good judgment when car malfunctions by staying out of the racing groove so as not to hinder others.

12. Car must be signed in at pit office ninety (90) minutes prior to starting time or will start at rear of qualifying events.

13. Please refrain from use of profane language or repeated criticism of officials. This could result in suspension of car and driver. Driver is responsible for any misbehavior of any person or persons signed into the pits with their crew.

13. Alcoholic beverages are not allowed in pits until races are complete.
Violators will be suspended from competition for a time designated by officials. Driver is responsible for anyone with their car.

14. No one allowed in infield except track crew, firemen, ambulance crew, tow truck operators and photographers. Credentials are required. Any pit crew member found in the infield without permission could cause their car to be disqualified.

15. Any unsportsmanlike conduct on race track may lead to disqualification of car and/or driver for time designated by officials. No warnings.

16. Any party who willfully or maliciously uses a race car on the track or in the pit area to injure, destroy or damage another person or personal property will be suspended plus subject to arrest.

17. “Set downs” (such as rough riding) will be for the following event. Instead of “set downs” driver may be penalized finishing spots on the same night.

18. You must be in assigned starting position for each event before the pace vehicle moves, if not you start at the rear of field.

19. All NASCAR stickers must be displayed on the car to receive any track earnings.

20. In order to be eligible for any contingency money through sponsors, you need to display the stickers visibility on the car to be shown in Victory Lane for photos". This also covers for TP Trailer stickers, and V.P. fuels.

21. Any driver retaliating after checkered flag will not be allowed to race the next race he is eligible to run.

GRANDVIEW SPEEDWAY GENERAL PROCEDURE RULES

1. Any car desiring a warm-up must help “pack the track”. Registered driver, with all safety equipment in place, is the only one eligible to take a car on the race track.

2. Cars that spin out on the track will try to get going immediately and not stop the race. Anyone deliberately stopping the race will be disqualified or penalized.

3. Any car spinning out twice without contact or bringing out the caution flag twice will be disqualified.

4. Cars running more than 2 laps down or hopelessly out of competition and creating a hazard will be black flagged, at the starter's discretion.

5. Cars moving through infield or pit area will do so with extreme caution. Any driver not doing so will be suspended.

6. No one is permitted at the pit fence or pit gate at any time.

7. No one is allowed to ride in or on car at any time.

8. Unsportsmanlike conduct on track or pit area may lead to suspension of car and/or driver.

9. Anyone who pulls a car across track, track entrance or scale at any time will be suspended for balance of season.

10. Anyone fighting in pits or on track will be subject to disciplinary action

11. Drivers and pit personnel should stay in their own area. Anyone in a fight at another pit area will automatically be at fault. Anyone caught fighting will result in a $500.00 fine or an automatic two week suspension, final decision by officials.

12. There will be no harassment of officials, tow truck operators, safety crews or ambulance crews. Anyone striking or threatening an official with bodily harm will be suspended permanently.

13. Any driver involved in an accident will be checked by the ambulance crew.

14. Drivers may not get out of their race cars on track, except in an emergency. Drivers getting out of their car are done for the night and the following week. Drivers getting out to fight will receive 2 weeks off and $500 fine.

15. There will be no repair to a car while on the track. Car must be taken to infield or pits, no repairs by tow crews.

16. Any car causing the yellow flag to be thrown or involved in an accident will go to rear of field whether on first lap or not.

17. Any crew person going to announcer’s booth causing a disturbance will cause the car they are with to risk disciplinary action. Once again driver is responsible for crew.

18. Car must finish the consi to qualify for the feature.

19. In event of more than one consi, first none qualified cars will flip for first alternate.

20. Any car involved in an accident will be checked by officials before resuming to race.

21. No infield running. Drivers coming off infield causing accident will be disciplined.

22. Right turn into pits from race track is not permitted.

23. Drivers may race in only one class per evening.

24. No driver is allowed to give up their race car to another driver for the evening without signing in the correct driver, or notifying the pit office of any changes. If done without notifying the pit office, all points will be revoked for the season, and suspension of both drivers involved, and the car.

25. All drivers must hold a valid NASCAR DRIVERS license in their perspective division on any NASCAR sanctioned event.

26. No communication of any kind between car and crew. No Radios, Lights, etc. Teams caught will be done for the night.

27. ** If the driver has been racing at Grandview Speedway and skips a race, to race at any another speedway, when returns to Grandview Speedway, that driver must start from scratch. Therefore, he must start at the rear, for 3 (three) weeks and re-establish a 3 (three) out of the last five race events before he can be handicapped**

POST RACE INSPECTION

Any car that is ordered to the post-race technical inspection area will be checked by the officials to determine if it has conformed to the general as well as the specific rules.
Any member who fails to tear down an engine for inspection, when requested to do so by the track official, will be subject to a fine of not less than $500.00 and/or definite or indefinite suspension from GRANDVIEW SPEEDWAY, and loss of money earned during the event.

PROTESTS

If a competitor finishing in the top five, believes that another competitor running in the top five in the same event has or will obtain a significant unfair competitive advantage by some action that they believe is in violation of the track rules, they may protest such action to a track official. The protest must be made in writing by the driver, crew chief or car owner within ten (10) minutes after completion of the event.

Each protest shall be accompanied by a $2,000.00 protest fee.

The track official shall decide whether the matter is valid and if so, shall decide as promptly as possible and shall inform the parties of the decision. In deciding the protest, the track official may take whatever action deemed appropriate to further the interest of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties, disqualification, suspension, monitory fine, subtracting points or takes no action. If the protested car is found legal the owner will receive $1,000.00 of the protest fee. The remainder of the protest fee will be contributed to the points fund.

Matters not subject to protest: No protest will be accepted that is directed to a decision of a track official or supervisory official on any subject.