

2026 Technical & Sporting Regulations

INTRODUCTION

The RUSH Auto Works Inc (RAW) Race Series shall be conducted following the Sporting Regulations, CCR's, GCR's of the organizing entity. These Technical Regulations supplement those Sporting Regulations.

Philosophy and Intent

These Technical Regulations have been established to control the spec nature of the RAW Race Series. The intent is to ensure that the focus of the series is on a driver's ability in the car rather than their wallet. The whole Ethos of RUSH Auto Works Inc and the cars we build will always be to make our sport, even at a high-performance level, affordable and attainable.

Interpretation of Regulations

These regulations will be interpreted by our technical staff as clear written rules. **If it does NOT say you Can, then you Can't.** Violations will result in penalties as defined by the Sporting Regulations, Race Director, or Technical Stewards.

Fair Play and Sportsmanship

All RAW Race Series entrants are expected to compete in a spirit of fair play, with respect for the regulations, fellow competitors, and the cars. Drivers are expected to be competitors rather than combatants, and to place the spirit of fair and safe competition ahead of finishing position. This applies to on-track and off-track etiquette. Drivers who fail to respect this "fair play" philosophy may be excluded from the series at any time.

1.0 CAR ELIGIBILITY

1.1 Only RUSH race cars manufactured by RUSH Auto Works Inc and maintained in their original spec condition are eligible for competition within the RAW Race Series.

1.2 All cars must operate using Rush Auto Works mechanical parts available from Rush Auto Works' Aftersales Department.

1.3 Any car found to have modifications of any form not permitted within these Technical Regulations shall be deemed disqualified from the event.

1.4 Anything not expressly authorized by these Technical Regulations is prohibited.

1.5 All preparation, maintenance, and service of RAW cars must be provided in accordance with official RUSH Auto Works documentation and technical bulletins.

1.6 Any part on the car not produced or sold by RAW Aftersales department must be noted and reported to technical inspectors prior to the start of competition. All parts must remain unmodified and as manufactured by RAW. Technical officials will determine if the part is appropriate or needs to be changed. Any non-conforming part found and not reported to technical inspectors will be subject to penalties.



2.0 TECHNICAL SCRUTINEERING

2.1 Pre-Event Technical Inspection

2.1.1 RAW Race cars must be presented at Technical Scrutineering for Annual Inspection before competition in said calendar year. Cars must be properly prepared and race-ready, display all required decals properly attached, and must not show any significant body damage that affects safety or aerodynamics.

2.1.2 Cars that do not comply may be rejected by the Technical Inspection Team and excluded from participation until properly prepared.

2.1.3 Pre-event technical inspection or "safety inspection" is not deemed as a compliance inspection with these Technical Regulations.

2.2 Parc Ferme Procedures

2.2.1 The Technical Stewards shall have the right following any competition event to direct drivers exiting the track into Parc Fermé for technical inspection of these regulations.

2.2.2 No driver or mechanic shall be allowed to make any adjustments, modifications, or additions to the car while in Parc Fermé.

2.2.3 At the conclusion of qualifying sessions and races, Top 5 drivers must drive their cars directly to Parc Fermé without stopping for any other purpose. Cars must remain in Parc Fermé until officially released by Technical Staff.

2.2.4 The driver shall be allowed to have one (1) mechanic present with them while in Parc Fermé to assist with removal of body panels or parts for inspection by the Technical Stewards.

2.3 Inspection Rights

2.3.1 The Technical Stewards will have the right to inspect all parts of the car as deemed necessary, including:

- All bodywork
- Chassis components
- Engines and gearbox control systems
- Electronics & wiring
- Tires and wheels
- Data logger downloads
- Fire system, belts, and fuel cells (must be within certification dates)

2.3.2 RUSH Auto Works may impound any RAW race car, confiscate any recording or video device, or any other piece of team or dealer equipment for any reason, at any time.

2.3.3 Team representatives are prohibited from entering Parc Fermé unless instructed by a Technical Official. Team equipment, computers, and/or electronic equipment are prohibited in Parc Fermé unless otherwise instructed by a Technical Official.

3.0 MINIMUM WEIGHT

3.1 Weight Requirements



3.1.1 The RAW Race Series shall be conducted on a basis of minimum contested weight of the car and driver as exiting the track following any competition session.

3.1.2 The minimum weight specified in 3.2 must be considered as the sum of the car weight and the driver weight (helmet and safety equipment included).

3.1.3 For the verification of minimum weight, the vehicle is considered with the prescribed amount of liquids in running order and with the fuel tank as delivered from the track.

3.2 Weight by Class

3.2.1 SR Class: Minimum contested weight with Nankang AR-1 tires: **1350 lbs**

- With Hoosier W3 or W2 wet tires (when authorized): **1320 lbs**

3.3 Weighing

3.3.1 The Technical Stewards will have the right to weigh any competitor while in Parc Fermé. This may be done with the driver alone and the car alone for simple addition or as a combined measured weight. If measured separately, the driver shall be weighed with all safety gear which will not be present when weighing the car.

3.3.2 Competitor shall be responsible for ensuring that any discrepancy between their own scales and the Technical Stewards' scales are known BEFORE commencing the competition session.

3.3.3 Driver shall be afforded the opportunity to consume a 12 oz bottle of water after exiting the track and before scaling for hydration purposes. Any attempt to add weight to the driver by dousing with water shall be grounds for disqualification.

3.4 Ballast

3.4.1 To reach minimum weight, competitors are permitted to attach ballast to the chassis on the 1-1/2" flat bar rails in front and behind the driver's seat.

3.4.2 Any weight added shall be secured by a minimum of two (2) 8mm bolts with Ny-lock nuts. All bolts shall be at least SAE grade 5 or metric grade 8.8 or stronger.

3.4.3 Ballast must be clearly marked with the car number and must be positioned to maintain proper weight distribution.

3.4.4 Failing to meet the minimum contested weight shall be basis for disqualification from the competition session.

3.5 Setup

3.5.1 Cars in competition must not exceed the minimum or maximum setup tolerance as listed below:

- Maximum of -3.0° camber (front and rear)
Minimum ride height of 17.25 inches
*This is a measurement from the ground to the top of the front bar of the chassis where your chassis tag is located

4.0 BODYWORK & AERODYNAMIC DEVICES



4.0.1 Only bodywork and aerodynamic devices, body panels, wings, splitters, and diffusers as originally manufactured and purchased from RAW shall be permitted.

4.0.2 No bodywork component or aerodynamic device shall be substituted with any item not manufactured by RAW and in original configuration as supplied by RAW.

4.0.3 No part of the bodywork may be worked upon or modified beyond what is specifically permitted. All parts must comply in terms of size, look, and material to the original parts.

4.0.4 In the event of significant bodywork loss on track, the competitor must return to the pits or find a safe location to retire the car. For the purposes of this section, is defined as a bodywork loss that exposes the wheels. A lost splitter would not apply; a lost front or rear clam, or a significant portion thereof, would require retirement. Failure to do so is subject to additional penalties. *Note that in most series, a DQ'd race cannot be dropped, but a DNF can.*

4.1 Permitted Bodywork Modifications

4.1.1 It shall be allowed to finish the RAW-supplied body panels by sanding, surface preparation, painting, or wrapping.

4.1.2 The three slots in the front fender upper surfaces may have the forward faces removed to allow air to escape the front wheel area.

4.2 Front Splitter

4.2.1 The front splitter angle may be adjusted using the front splitter stays.

4.2.2 Additional horizontal bracing on the splitter braces is permitted.

4.2.3 The optional RAW-manufactured high downforce front splitter and billet splitter mounts are permissible for all competition.

4.2.4 Splitter mounts must remain unmodified in their original mounting positions.

4.3 Rear Wing

4.3.1 The rear wing may be adjusted only using one of the six adjustment holes as provided on the RAW wing adjuster plates.

4.3.2 No modification to the wing element, end plates, or wing mounting brackets including their mount to the bodywork shall be permitted.

4.3.3 No other bodywork or aerodynamic device modifications shall be permitted.

5.0 CHASSIS AND FRAME

5.1 No chassis modifications shall be permitted under any circumstance. All members and components of the front crash box, welded chassis frame, and rear crash structure must remain in original configuration as supplied by RAW.

5.2 It is not permitted to carry out any strengthening work on the frame (welds, brackets, etc.) without the authorization of RUSH Auto Works Inc.



5.3 No modification to the floor, undertray, or rear diffuser is permitted.

6.0 SUSPENSION

6.1 Suspension Components

6.1.1 Only suspension, wheel hubs, brake discs and calipers, shocks, steering rack and column, pedal box, differential assembly, shock absorbers, springs, and anti-roll bars as originally manufactured and purchased from RAW shall be permitted.

6.1.2 No component mentioned in section 6.1.1 shall be substituted with any item not manufactured by RAW and in original configuration unless specifically permitted.

6.2 Wheel Bearings

6.2.1 Wheel bearings must remain stock. No modification of the bearing or seal is permitted.

6.2.2 Any wheel bearing deemed by the Technical Stewards to have been modified to reduce rolling friction shall result in disqualification from the competition session.

6.3 Permitted Adjustments

6.3.1 The front and rear toe alignment may be adjusted via the stock track rods.

6.3.2 The front and rear camber may be adjusted by addition or removal of 0.5mm, 1.0mm, and 2.0mm camber shims as supplied by RAW.

6.3.3 The front and rear anti-roll bars may be adjusted by position of the ARB anchor position on the ARB. The ARB may be disconnected.

6.3.4 The front and rear ride heights may be adjusted.

6.3.5 The corner weights may be adjusted through permitted means as contained herein.

6.4 Springs

6.4.1 Only springs as supplied by RAW are permitted and can be run in any configuration.

6.5 Shock Absorbers

6.5.1 The shock absorber must remain stock using only components supplied by RAW.

6.5.2 The length of the shock absorber may be adjusted using the body lock nut on the shaft.

6.5.3 The perch height for the spring may have its position adjusted.

6.5.4 The compression and rebound valve settings may be adjusted.

6.5.5 The shock absorber can use any viscosity shock oil.

6.5.6 The internal valve discs can be adjusted in quantity using RAW-supplied discs only.

6.5.7 The optional shock N2 chamber systems are permissible for all competition.



7.0 BRAKE SYSTEM

7.1 Only brake components as originally manufactured and purchased from RAW shall be permitted. This includes Brake Pads, Rotors, Calipers, and all other RAW OEM components.

7.2 The use of OBP Master Cylinders is mandatory but can be sized from $\frac{3}{4}$ inch to 1 inch.

7.3 Brake fluid type is open but must meet minimum DOT 4 specification.

8.0 ENGINE

8.1 General Principles

8.1.1 Only engines as originally manufactured and purchased from RAW shall be permitted.

8.1.2 The RAW engine unit is sealed. Tampering with or removal of the engine seal by competitor or anyone other than RAW shall eliminate engine eligibility to the series.

8.1.3 To ensure engine integrity, seals are applied by RAW directly. Any necessary engine maintenance work/engine replacement is the direct responsibility of RUSH Auto Works Inc.

8.1.4 In agreement with Event Officials, the Series may pick an engine or other mechanical parts and send them to RUSH Auto Works for conformity checks.

8.2 Starters

8.2.1 Only RAW factory or Denso OEM starters are permitted inside the Rush Spec Series.

8.2.2 Participants in violation of this section will be disqualified until the violation has been replaced or fixed.

9.0 ENGINE CONTROL UNIT (ECU)

9.1 The engine ECU may at no time be tampered with or re-flashed other than by RAW.

9.2 ECUs shall be inspected for flash updates by Technical Stewards. ECUs which have been flashed shall be confiscated and the competitor disqualified from the event.

9.3 In agreement with Event Officials, the Series reserves the right to replace the ECUs (engine control units) at any time during the event.

10.0 ELECTRICAL SYSTEM

10.1 The electrical equipment must always conform to the original and no detail of the electrical system (cables, looms, connectors, etc.) can be changed or tampered with beyond specifically permitted modifications.

10.2 No unoriginal or unauthorized device can be connected to any electronic control system (i.e. the CANBus) of the car.



10.3 Permitted Electrical Modifications

10.3.1 It is permissible to add a clutch switch system to allow the car to be started while in gear with the clutch pedal depressed. It should require a minimum of two actions to start the car to ensure it cannot accidentally be started without the driver in place.

10.3.2 It is permitted to hardwire clocks, USB chargers, SmartyCams, cameras (such as, but not limited to, GoPro and Insta360 devices), Garmin Catalyst, rear-view cameras, the Garmin Zumo R1 Radar System, and the Fire Laps Fire Link. Other devices must be declared in a Tech Variance. See also sections 16 and 17.

11.0 TRANSMISSION & DRIVELINE

11.1 Only transmission and driveline components as originally manufactured and/or purchased from RAW shall be permitted unless specifically addressed in section 11.2.

11.2 No transmission or driveline component shall be substituted with any item not manufactured or supplied by RAW and in original configuration.

11.3 In agreement with Event Officials, the Series reserves the right to pick the transmission unit and send it to RUSH Auto Works for conformity checks.

11.4 Gear Ratios

11.4.1 The front sprocket may be adjusted from 14-tooth to 15-tooth Sprockets.

11.4.2 The rear sprocket must remain a 44-tooth sprocket.

11.5 Differential

11.5.1 The differential may be adjusted to have 1, 3, or 5 clutch contact faces per side (20%, 60%, or 100%).

11.5.2 The differential may be used in the 1.5 or 2.0 differential ramp position.

12.0 WHEELS AND TIRES

12.1 Tire Specifications

SR Class:

- Dry: Nankang AR-1 185/60R13 Front and 205/60R13 Rear
- Wet: Hoosier 44421W3 Front and 44426W3 Rear or Hoosier 46101W2 Front and 46105W2 Rear (Only when Authorized)

12.2 Tire Usage Rules

12.2.1 The use of only ONE set of dry tires shall be permitted per race weekend.

12.2.2 This rule shall apply from the first qualifying session of an event weekend. Drivers may use new or scrub tires during practice.



12.2.3 Tires shall be marked following the first qualifying session of the event weekend and shall be used for all sessions of the event thereafter.

12.2.4 Tire pressures may be adjusted.

12.3 Tire Replacement

12.3.1 In the event that a driver damages a tire following the first qualifying session of an event, the Race Director or Series Director is permitted to inspect the damaged tire.

12.3.2 If deemed damaged, authorization may be granted for use of a replacement tire for the remaining sessions of the event.

12.3.3 A "Tire Replacement Request" form must be completed and submitted to all required officials for approval.

12.4 Wet Weather Tires

12.4.1 Wet weather tires may only be used after the Race Director or Series Director has declared a wet weather race.

12.4.2 All drivers must use the same tire type (slick or rain) in all races and qualifying sessions.

12.4.3 Should conditions change during a race or qualifying session, the Race Director will order cars into the pits and all competitors will be required to change to the appropriate tire.

12.4.4 Tire selection for practice sessions is open.

12.5 Tire Treatment

12.5.1 The use of tire warmers or any other means of artificially varying the temperature of a tire is prohibited.

12.5.2 No tire compound modifiers of any kind are allowed.

12.5.3 Cleaning the tires after track sessions is permitted.

12.5.4 Any chemical and/or thermal treatment of the tires is prohibited beyond normal cleaning.

13.0 FUEL

13.1 SR Class: Only 91 to 94 pump gas is permitted. E85, methanol, oxygenated fuel and octane boosters are prohibited.

13.2 The series reserves the right to spec fuels at events, such as track pump gas.

13.3 Fuel may be tested at any time during an event. RUSH Auto Works may arrange to take a fuel sample from a car and have the sample sent to an independent laboratory for testing.

13.4 Cooling of the fuel is prohibited in any form.

13.5 Fuel must be used exactly as supplied without additives or modifications beyond what is permitted in these regulations.



14.0 COCKPIT

14.1 No modification can be made to the pedal assembly beyond permitted adjustments to master cylinder sizing.

14.2 It is not permitted to use rails, brackets, and any kind of non-original material to change the seat position.

14.3 The use of alternative mirrors, in any safe configuration, is permitted.

15.0 SAFETY EQUIPMENT

15.1 Mandatory Safety Equipment

The following safety equipment is compulsory:

- Homologated 6-point safety harnesses
- Fire extinguisher
- Arm Restraints
- Camber Plate Upgrade
- Case Saver
- Clutch Switch or equivalent as described in 10.3.1

Additional intentions for 2027, subject to change:

- Mandated trident rollbar
- Mandated behind-seat fuel tank
- Mandated FIA 8860 or 8859 ABP helmet

15.2 All safety devices listed above must be original RAW specification.

15.3 The original number and position of fire extinguishers may not be changed.

15.4 Fire system, belts, and fuel cells shall be in proper certification date.

15.5 Driver Safety Equipment

15.5.1 Drivers must wear a Frontal Head Restraint (FHR) meeting FIA 8858-2010 or SFI 38.1 standards.

15.5.2 Drivers must wear full-coverage helmets meeting FIA 8860-2018 or Snell SA2020/SAH2020 standards. FIA 8860 ABP or 8059 ABP helmets are recommended.

15.5.3 Drivers must wear fire-resistant racing suits, gloves, underwear, balaclava, socks, and shoes that meet recognized safety standards.

15.5.4 All driver safety equipment is subject to inspection by officials at safety checks, scrutineering, and/or technical inspection prior to first use in the season. Officials may re-inspect any equipment at any time.

15.5.5 Driver safety equipment that does not meet standards or is deemed to be in unacceptable condition will not be permitted for use.



16.0 DATA ACQUISITION AND TELEMETRY

16.1 Only Aim MXM, MXL, or MXS data systems are permitted.

16.2 It is permitted to add data sensor packs only sold by RAW Aftersales.

16.3 Telemetry systems different from the original or which provide redundant data to the original system are not permitted.

16.4 All data (telemetry, video logger) must be always available to the RUSH technical staff and to the Race Direction.

16.5 The Series Technical Stewards reserve the right to download and disseminate AiM data from any competitor at will.

16.6 It is not permitted to reset the data acquisition system at the end of official practice, qualifying sessions, or races.

16.7 The Fire Laps Fire Link is permitted optional equipment. However, it must be registered as a Rush-tagged device or purchased from Rush Auto Works. The use of live telemetry must be switched off, but data may be retrieved after the session.

17.0 VIDEO RECORDING EQUIPMENT

17.0.1 Camera systems are mandatory.

17.0.2 Camera systems providing telemetry to the driver's crew are prohibited. Livestreaming without telemetry is permitted.

17.0.3 The installation of any video camera inside the cockpit is done under the direct responsibility of the team.

17.0.4 Video cameras are prohibited if mounted outside the vehicle unless specifically authorized by RUSH Auto Works.

17.0.5 Any connected device that needs to log car data must be connected to the car only through approved connectors.

17.1 Garmin Catalyst

17.1.1 It is permitted to utilize a Garmin Catalyst Driving Performance Optimizer.

18.0 RADIO COMMUNICATION

18.1 It is permissible to add a 2-way radio for vocal communication between the driver and their crew.

18.2 Use of cellular devices solely for the purpose of driver-to-crew audio communication is permitted, but all components must be securely attached to the vehicle.

18.3 The use of loose devices such as a cell phone in a driver's pocket is prohibited.



18.4 Radio communication equipment providing performance data or telemetry beyond voice communication is prohibited.

19.0 MISCELLANEOUS PERMITTED ADDITIONS

19.1 It is permissible to add a non-OEM chain guard to protect the engine bay from lubricant splatter.

19.2 An OEM or aftermarket wind deflector is permitted.

19.3 The PAIR valve system may be removed, and this system is removed from the factory on new Rush SRs.

19.4 The following items were allowed modifications in 2025. They must be declared in 2026, and they are subject to scrutiny before being allowed in competition:

- **19.4.1** Non-RAW side steps (2025 Section 3.1.0).
- **19.4.2** Body panel quick-release fasteners, Nutserts, or equivalent (2025 Section 3.1.3).
- **19.4.3** Steering rack knuckle bearings and heim joints as non-tech/substitutable (2025 Section 3.2.3). High-quality factory replacements will be available this season.
- **19.4.4** Shock O-ring seals as non-tech (2025 Section 4.4.0). This applies only to the original RAW shocks and extended N2 shocks, not the Ohlins shocks.
- **19.4.5** Engine/transmission permitted service changes: coolant overflow tank, high-volume oil pump gear, CV boot clamps and vent tubes, thermostat element removal (2025 Section 3.3.2). Determination on this may be subject to enhanced scrutiny.
- **19.4.6** Restrictor plate removal from air box and DNA filter allowance (2025 Section 3.3.7). K&N filters are no longer allowed.
- **19.4.7** Shift system, fuel system filter and relay relocation (2025 Section 4.1.0). Fuel system filter relocation in the new behind-the-seat tank is not allowed.
- **19.4.8** Non-RAW chassis skid plates (2025 Section 3.2.7).

19.5 The following items were allowed modifications in 2025, and **will not be allowed in 2026** even if declared:

- **19.5.1** Metal splitter wear pucks (2025 Section 3.1.0).

20.0 TRANSPONDERS

20.1 The use of an AMB Transponder is mandatory during all timed RUSH Series events.

20.2 The transponder must be located in the position specified by RUSH Auto Works technical documentation (see technical bulletin for location diagram).

20.3 The transponder must be powered and functional at all times the car is on the racetrack or in the pit lane.

20.4 It is the responsibility of each team to provide the transponder for each car they enter in the event.





21.0 ADVERTISING AND LIVERY

21.1 [Reserved]

21.2 Team Advertising

21.2.1 Teams may display their sponsors' logos in areas not reserved for series sponsors, provided they:

- Do not conflict with series sponsors
- Do not harm the image or reputation of RUSH Auto Works
- Have been submitted for prior approval if required by the series

22.0 REPLACEMENT PROCEDURES

22.1 Spare ("X") Cars

22.1.1 Each driver will be permitted to bring additional spare cars to each event, subject to these requirements.

22.1.2 The spare car will be prepared in full accordance with RAW Race Series Regulations and will be identified by the driver's assigned number plus the letter "X" in the same size and style (e.g., "000X").

22.1.3 It is the responsibility of each driver to have RUSH Auto Works technical staff record the spare car's chassis number and complete a full technical inspection prior to the event.

22.1.4 The driver may replace their primary race car with the spare car if they have an accident or other issue which does not allow the primary race car to continue at the event. The determination as to whether the car can be repaired at the event will be the decision of the Series Officials and cannot be appealed.

22.2 Car Replacement Procedure



22.2.1 When deciding to switch to a spare car, the "Vehicle Replacement Request" form must be completed and submitted to all recipients listed in the form.

22.2.2 The form must be approved by Series Officials before the car is approved to go on track.

22.2.3 The form is required starting from all official practice through all qualifying and race days.

22.3 Tire Replacement Procedure

22.3.1 The form must be approved by Series Officials before the car is approved to go on track.

22.3.2 In the event where a tire is damaged due to factors caused by another driver or competitor, the effected driver may be approved by the series directors to change up to 1 new tire without a penalty being issued. The placement of the tire will be determined by series directors.

*More than one tire replacement in competition weekend is subject to penalties below in section 22.3.3

22.3.3 in the event where a tire is deemed damaged due to factors caused by the effected driver or team, replacement penalties will be as follows:

-1 tire: 5-position penalty (Series Directors approve location for replacement tire)

-2 tires: 10-Position penalty (Series Directors approve location for replacement tire)

-3 or 4 tires: Automatic loss of starting position.

*Tire replacement caused by punctures due to outside factors will have to be submitted to series directors with sufficient evidence and will be reviewed on a case-by-case basis.

*Tire penalties do not reset after each official session and will be stacked throughout the weekend. I.E if you replace a tire for race 1 and receive a 5-position penalty, and then replace another tire for race 4, driver will then be assessed the 2-tire change penalty.

23.0 [Reserved]

24.0 CONDUCT AND BEHAVIOR

24.1 Alcohol Policy

24.1.1 The consumption of alcoholic beverages is absolutely prohibited during all RUSH events.

24.1.2 After the event is declared finished for the day, local laws and track rules will apply for the use of alcoholic beverages.

24.2 Social Media Policy

24.2.1 Any issues that may arise regarding RUSH Spec Series rules and regulations, decisions by officials, policies, results, points standings, or situations between competitors or crew are to be handled privately and directly between the parties involved and RUSH Auto Works Inc.

24.2.2 Attacking RUSH Auto Works or other parties via social media sites (including but not limited to Facebook, Twitter, or Instagram) is unacceptable and may result in disciplinary action if the Series Promoter determines that the communication is derogatory, libelous, or not in the best interest of the RUSH Spec Series.



24.2.3 Resulting penalties for such infractions include but are not limited to:

- Disqualification from an event
- Ejection from an event
- Possible exclusion from all future RUSH Spec events until further notice

24.3 Professional Conduct

24.3.1 All participants are expected to maintain a respectful and courteous attitude toward officials, fellow competitors, and series personnel at all times.

24.3.2 Participants must be appropriately attired in clean uniforms and safe attire at all times in order to present the best possible appearance.

25.0 PROTESTS AND APPEALS - RUSH SR SERIES (UPDATED)

25.0.1 Scope and Relationship to Organizing Entity

All Rush SR Series events are conducted under the Sporting Regulations / GCR / CCR of the organizing entity (e.g., #GRIDLIFE, SCCA, NASA, etc.). The RAW Technical & Sporting Regulations supplement those rules and do not replace them.

Protests and appeals must comply with: (a) The organizing entity's protest/appeal rules; and (b) The additional procedures in this Section 25. Where there is a conflict, the organizing entity rules take precedence.

25.1 Philosophy

The Rush SR Series provides cost-effective, high-level spec racing emphasizing driver skill, fairness, and safety. Protests are intended to resolve genuine rule violations, not to harass competitors or manipulate results. Series Officials may refuse to hear, or penalize, clearly frivolous or bad-faith protests.

25.2 Who May Protest and What May Be Protested

Eligible Protestors: Any entered Driver or Entrant may file a protest.

Subjects of Protest: (a) On-Track Conduct – Includes avoidable contact, blocking, unsafe re-entry, etc. However, "punting" or one competitor running into another while racing does not require a protest fee. Such incidents may be reported without payment and will be reviewed as conduct inquiries. (b) Vehicle Eligibility / Technical Compliance – Any allegation that a car violates spec rules or RAW tech requirements. (c) Procedural / Administrative Decisions – Grid placement, penalties, or scoring decisions as allowed by the organizing entity.

Limitations: Issues the organizing entity classifies as "non-protestable" remain non-protestable.

25.3 Time Limits

Conduct Protests (including contact): Must be filed within 30 minutes of the end of the session or the posting of provisional results—no protest fee required for contact reports. Technical Protests: Must be filed before the protested car is released from Parc Fermé or technical impound. Procedural / Administrative Protests: Must be filed within 30 minutes of notification or posting of the decision. The Race Director may extend deadlines only for extraordinary circumstances.



25.4 Protest Form, Fee, and Submission

Form: Protests must be in writing using the official Rush SR or organizing-body protest form. Protest Fee: A \$250 protest fee is required only for: (a) Vehicle technical compliance protests, or (b) Administrative / procedural protests where the organizing entity requires a fee. The protest fee may be refunded to the protester in the case where the violation is deemed legitimate and egregious. No fee is required for reporting any contact ("punting") or driving-behavior concerns. Submission: Protests are submitted to the Race Director or designated Series Official only.

25.5 Initial Review by Race Director

The Race Director will confirm eligibility, timeliness, and relevancy before accepting a protest. Deficient or improper protests may be rejected.

25.6 Notification and Impound

When a protest is accepted, the Race Director notifies the protested competitor and Race Control/Tech as appropriate. Cars may be held or directed to impound as needed.

25.7 Evidence and Hearings

Officials may review video, data, marshal reports, witness statements, and any relevant evidence. Both parties are given a reasonable opportunity to be heard. The Chief of Tech may require partial or full disassembly of a protested vehicle unless deferred under the petition procedure in section 25.8.3.

25.8 Costs, Technical Teardown, and Petition for Deferred Inspection

Costs: If a vehicle is found non-compliant, the protested competitor pays their own reassembly/parts costs. If compliant, the Race Director may allocate teardown costs to the protestor if the inspection was extensive.

Mandatory Cooperation: Competitors must comply with teardown directives unless a petition under section 25.8.3 is granted.

Petition for Deferred Technical Teardown (Part Marking Procedure): When a teardown would cause loss of track time (e.g., prior to the next session or race), the protested competitor may petition for deferral. If granted, the part(s) in question will be: (a) Visibly and securely marked by Tech Officials, (b) Documented in the car's technical record, and (c) Re-inspected after competition or at the next practical opportunity.

Any tampering with a marked part, seal, or fastener will result in immediate disqualification from the event. Deferred inspection does not prevent the Race Director from: Issuing provisional penalties, Adjusting results pending final inspection, or Applying further actions if the part fails later inspection.

25.9 Standards of Decision and Possible Outcomes

Decisions are based on a preponderance of evidence. Possible outcomes include: No action; Warning or probation; Time or grid penalties; Change of finishing order; Disqualification; Suspension or exclusion for serious/repeat violations. Decisions will be documented and posted as needed.

25.10 Appeals

Competitors may appeal a protest decision only through the appeal process of the organizing entity (e.g., GRIDLife, SCCA, NASA) when such an appeal process exists. Within the Rush SR Series, a competitor may request a



procedural-correctness review by the Series Director when the hosting organization allows such review. The Series Director's internal decision is final for Rush SR purposes.

25.11 Conduct During the Protest Process

Competitors may not enter Race Control during an active session unless summoned. Officials, drivers, and team members must remain respectful and professional. Abusive conduct may result in penalties independent of any protest.

25.12 Abuse of Process

Repeated frivolous, tactical, or bad-faith protests may result in fines, loss of protest rights, points deductions, or suspension.

26.0 UNFORESEEN SITUATIONS

Any unforeseen situation during a race that is not covered by the RAW Race Series Technical Regulations will be handled in accordance with the organizing entity's regulations and at the discretion of Series Officials.

27.0 FINAL PROVISIONS

27.1 RUSH Auto Works reserves the right to modify at any time the clauses and articles of these regulations if deemed necessary for the success and safety of the RAW Race Series.

27.2 Technical bulletins that temporarily or permanently modify these Technical Regulations, issued by RUSH Auto Works before an event and approved by officials, become an integral part of the regulations themselves.

27.3 The competitor is responsible for ensuring that both the car and the spares fitted to it are compliant and must ensure they are in order before each race.

27.4 When entering the Championship or an individual race, drivers/competitors are responsible for ensuring they complete any required technical scrutineering documentation.

CLOSING STATEMENT

The RUSH SR exists because Dave Hosie believed real racing should be within reach of real people. That only works if the racing is honest. A spec series lives or dies on one thing: everyone runs the same car, and you win on skill, not on budget or on how cleverly you can read around a rule.

No rulebook can name every loophole, and we're not going to pretend otherwise. What we're asking is simpler than any rule: race the car the way it's meant to be raced. The driver next to you might be sixteen or seventy, a first-season backmarker or a national champion, and every one of them showed up for the same reasons you did. Seat time, close racing, and the people in the paddock long after the checkered flag. Anyone gaming the rules is taking that away from all of them.

We will catch it. When we must, we'll write the new rule and disqualify the car that broke the old one. Blatant or repeat offenders won't be welcome at future events. Don't disappoint us and your friends. Keep the RUSH SR a place where you earn your spot on the podium and everyone wants to come back. Race clean & put in the work. We'll see you on the grid.





Tire Replacement Procedure

This form may also be filled at <https://tech.rush.sr> or by scanning the QR code.
The following form is mandatory. Failure to complete the form below will prevent the vehicle from being approved for use.

Date: Time: Track:

Driver Name: Car #:

Dealer:

Is requesting the use of replacement tire/s QTY: for Chassis #:

Tire to be replaced: Front Left Front Right Rear Left Rear Right

Tire Type: From Session: R1 R2 R3 R4

Reason for the replacement:

Pictures of the technical issue:

Signature:





Car Replacement Procedure

This form may also be filled at <https://tech.rush.sr> or by scanning the QR code.
The following form is mandatory. Failure to complete the form below will prevent the vehicle from being approved for use.

Date: Time: Track:

Driver Name: Car #:

Dealer:

Is requesting to replace Chassis #:

With the use of a "X car" Chassis #:

Starting from: R1 R2 R3 R4

Reason for the replacement / description of damage:

Pictures of the damaged car:

Signature:



Tech Variance Form

This form may also be filled at <https://tech.rush.sr> or by scanning the QR code.
This form is mandatory for the use of any non-OEM part. If you are unsure, fill out the form anyway.
This form must be received at least 1 day before the car's use in spec competition.



Date:

Driver Name: Car #:

Dealer:

Chassis #:

Description of Variance (please cite technical regulations where appropriate, and post pictures):

Signature:



Version Changelog

This section records changes between point versions of the 2026 Technical Regulations (most recent first), starting from the initial 2026 release (v1.0). For the changes made from the 2025 regulations to that initial 2026 release, see the “Changes From 2025” section that follows. Together, the two sections form the complete change history.

V1.9 (From V1.8)

- Section 3.2.1: Weight when equipped with approved wet weather tires has changed from 1325 to 1320lbs.
- Section 12.1: NEW: Allows the use of the Hoosier 46101W2 Front and 46105W2 Rear in approved wet conditions

V1.8 (from V1.7)

- Section 4.0.4: NEW: Significant bodywork loss requires immediate retirement of the car. Failure to do so is subject to additional penalties.
- Section 9 (Fuel): oxygenated fuel added to the prohibited list (now E85, methanol, oxygenated fuel, and octane boosters).
- Section 22.3: NEW: Tire Replacement Procedure with penalty structure. Penalties stack across the weekend and do not reset per session.

V1.7 (from V1.6)

- Section 10.3.2: rewritten and expanded to permit hardwiring of USB chargers, SmartyCams, cameras (such as, but not limited to, GoPro and Insta360), Garmin Catalyst, rear-view cameras, the Garmin Zumo R1 Radar System, and the Fire Laps Fire Link. Any other device must be declared in a Tech Variance.
- Section 16.7: NEW: The Fire Laps Fire Link is permitted optional equipment but must be a Rush-tagged device or purchased from RAW. Live telemetry must be switched off; data may be retrieved after the session.
- Section 16.5: corrected “Aim data” to “AiM data.”

V1.6 (from V1.5)

- Section 19: non-RAW chassis skid plates reclassified from not allowed (19.5.2) to allowed if declared (19.4.8). Section 19.5.1 clarified from “metal wear pucks” to “metal splitter wear pucks.”
- Tech forms: submission links migrated to tech.rush.sr.

V1.5 (from V1.4)

- Section 19 expanded to introduce the 2025-carryover declaration framework: 19.3 (PAIR valve removal), 19.4 (items allowed in 2025 that must be declared in 2026), and 19.5 (items no longer allowed in 2026 even if declared). Section 19.2 wind-deflector source opened from RAW-manufactured to OEM or aftermarket.

Earlier history (V1.2 and V1.4) is retained in the document archive.



Changes From 2025

This section documents the significant changes from the 2025 RAW Race Series Technical Regulations to the initial 2026 release (v1.0). Changes made in later 2026 point versions are listed in the Version Changelog above.

Brake System Changes

- Section 7.1: Brake pads changed from OPEN (any brand/compound, Lotus Elise fitment) to RAW OEM ONLY. All brake components including pads, rotors, and calipers must now be as originally manufactured and purchased from RAW.
- Section 7.3: NEW: Brake fluid type is open but must meet minimum DOT 4 specification (not previously specified).

Weight Changes

- Section 3.2.1: SR minimum weight increased from 1325 lbs to 1350 lbs (with dry tires).
- Section 3.2.1: SR wet tire minimum increased from 1305 lbs to 1325 lbs.

New Setup Restrictions

- Section 3.5.1: Maximum camber limit added: -3.0° (front and rear). No camber limit existed in 2025.
- Section 3.5.1: Minimum ride height added: 17.25 inches (measured from ground to top of front chassis bar at tag location). No ride height rule existed in 2025.

Fuel Specification Changes

- Section 13.1: 2025 allowed 91-93 octane pump gas plus Sunoco 94 and Sunoco 95 Optima. 2026 allows only 91-94 pump gas (Sunoco premium fuels removed as named options).
- Section 13.4: NEW: Cooling of fuel is prohibited in any form.
- Section 13.5: NEW: Fuel must be used exactly as supplied without additives or modifications.

Gear Ratio Changes

- Section 11.4.1: Front sprocket options reduced from 14/15/16 tooth to 14/15 tooth only (16-tooth eliminated).

Spring Changes

- Section 6.4.1: 2025 specified 700lb (Red) or 800lb (Blue) springs in any combination. 2026 states only springs as supplied by RAW are permitted with no specific color/rate designations.

Data, Electrical & Sensor Changes

- Section 16.2: 2025 allowed adding specific sensors (steering angle, fuel pressure, coolant pressure, oil temp). 2026 allows only data sensor packs sold by RAW Aftersales.
- Section 10.2: No unauthorized device can be connected to any electronic control system (CANBus).
- Section 10.3.2: Permitted to hardwire clocks, USB chargers, cameras, Garmin Catalyst, rear-view cameras, and Garmin Zumo R1 Radar System.
- Section 16.6: Not permitted to reset the data acquisition system after official sessions.



Tire Rule Additions

- Section 12.4.2: All drivers must use the same tire type (slick or rain) in all races and qualifying sessions.
- Section 12.5.1: Tire warmers or any means of artificially varying tire temperature prohibited.
- Section 12.5.3-12.5.4: Cleaning tires after sessions is permitted, but chemical/thermal treatment beyond normal cleaning is prohibited.

Safety Equipment Changes

- Section 15.1: Arm restraints now mandatory (not required in 2025).
- Section 15.1: Camber plate upgrade now mandatory (not required in 2025).
- Section 15.1: Case saver now mandatory (not required in 2025).
- Section 15.1: Clutch switch (or equivalent per 10.3.1) now mandatory (not required in 2025).
- Section 15.5.1-15.5.2: FHR and helmet requirements clarified with specific standards.
- Section 15.1: 2027 mandates announced: trident rollbar, behind-seat fuel tank, FIA 8860/8059 ABP helmet.

New Procedural Requirements

- Section 2.1.1: Annual technical inspection before competition in calendar year now required.
- Section 2.2.3: Top 5 finishers must drive directly to Parc Fermé after qualifying/races.
- Section 12.3.3: Formal Tire Replacement Request form now required for damaged tire replacement.
- Section 22.2: Formal Vehicle Replacement Request form now required for spare (X) car usage.
- Section 1.6: Non-RAW parts must be reported to technical inspectors before competition (Tech Variance Form).
- Section 25.4: Protest fee of \$250 added for technical/administrative protests.

Video & Communication Changes

- Section 17.0.2: Livestreaming without telemetry is now explicitly permitted (2025 only prohibited telemetry).
- Section 17.0.4: Video cameras mounted outside the vehicle are now prohibited unless authorized by RAW.
- Section 19.2: Wind deflector source opened from RAW-manufactured only (2025) to OEM or aftermarket (2026).

