

2025 Georgetown Speedway Track Rules

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 a participant, spectator or official.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. **Their decision is final.**

POINTS FOR HEAT RACE QUALIFIERS

| | |
|-----------------------------|------------------|
| 1ST Place | 25 points |
| 2nd Place | 20 points |
| 3rd Place | 15 points |
| 4th Place | 10 points |
| 5th Place | 5 points |

POINTS FOR FEATURE RACE QUALIFIERS

| | |
|--------------------------------|-------------------|
| 1st Place | 110 points |
| 2nd Place | 100 points |
| 3rd Place | 95 points |
| 4th Place | 90 points |
| 5th Place | 85 points |
| 6th Place | 80 points |
| 7th Place | 75 points |
| 8th Place | 70 points |
| 9th Place | 65 points |
| 10th Place | 60 points |
| 11th Place | 55 points |
| 12th Place | 50 points |
| 13th Place | 45 points |
| 14th Place | 40 points |
| 15th Place | 35 points |
| 16th Place | 30 points |
| 17th Place | 25 points |
| 18th Place | 20 points |
| 19th Place | 15 points |
| 20th Place | 10 points |
| 21st Place | 8 points |
| 22nd Place | 6 points |
| 23rd Place | 4 points |
| 24th + Place | 2 points |

GENERAL CONDUCT

1. **Track Rules:** All participants, including team owners, drivers, and crew members, are required to read and fully understand the track rules. It is the responsibility of each team to ensure compliance. Should any questions arise, please seek clarification before participating in any events.
2. **Unsportsmanlike Conduct:** Use of foul language or any form of unsportsmanlike behavior will not be tolerated at any time while at the racetrack.
3. **Pit Road Speed:** When operating any vehicle in the pit area, all drivers must adhere to a safe and controlled speed. Any racer found to be exceeding safe speeds or posing a threat to the safety of pit personnel will be held on pit road for review. Penalties may be imposed depending on the severity of the infraction.
4. **Unauthorized Pit Access:** Any individual who enters another team's pit area with the intent of causing a disturbance will face disciplinary action. The penalties for such behavior are as follows:
 - a. **First Offense:** A two-week suspension.
 - b. **Second Offense:** A one-year suspension from the track. All inquiries or disputes regarding pit access should be directed to either the Pit Steward or the Delaware State Police on duty.
5. **Restricted Area Access:** Crew members are prohibited from entering the track scales or pit road unless explicitly authorized by a Track Official for technical inspection. The only exception to this rule is all cars are allowed to have one (1) crew member assist them prior to the start of their event. The designated crew member must stay with their car. Once the driver's class has started to exit pit road for their event, that designated crew member must exit pit road immediately in a prompt and safe manner. Any team member found in these restricted areas without proper authorization will face the following penalties:
 - a. **First Offense:** A fine of \$500.
 - b. **Second Offense:** A fine of \$1,000 and a two-week suspension.
 - c. **Third Offense:** A fine of \$1,500 and a one-year suspension from the track, effective from the date of the violation.
6. **Fighting:** Physical altercations are strictly prohibited, both in the pits and on the track. Penalties for fighting are as follows:
 - a. **First Offense:** A two-week suspension.
 - b. **Second Offense:** A one-year suspension from the track, effective from the date of the incident.
7. **Insurance Release Form:** Drivers who have not signed the required insurance release form will forfeit eligibility for any payout associated with their finishing position.
8. **Vehicle Requirements:** Cars without a rear bumper will not be permitted to compete in any race.
9. **Team Car Identification:** Team cars must be clearly distinguishable from one another and display a unique number or letter, large enough to be easily visible from the tower.
10. **Unsafe Track Conditions:** Anyone who deems track conditions to be unsafe is self-obligated to withdraw their vehicle from competition to ensure the safety of all participants.
11. **Contact with Track Officials or Emergency Personnel:** Any individual, regardless of their participation status, who physically contacts or interferes with an official or emergency personnel in any manner, will face the following penalties:
 - a. **First Offense:** An automatic two-race suspension and a \$500 fine.
 - b. **Second Offense:** A \$1,500 fine and a one-year suspension from the date of the offense.
12. **Unauthorized Access:** Any competitor (including, but not limited to, driver, car owner, crew member, or family member) who enters the Scoring Tower or Pit Registration Trailer without authorization during a racing event will be disqualified from that event, receive no points or money, and may face further fines and suspensions.

RACE PROCEDURES

1. Only the car, driver, and one (1) crew member are allowed on pit road during the lineup. The designated crew member must stay with their car. Once the driver's class has started to exit pit road for their event, that designated crew member must exit pit road immediately in a prompt and safe manner.
2. Any car that is not in their line up position by the time the lead vehicle (Pace Vehicle or leader) crosses the start finish line for the one-to-go sign will go to the rear. The car cannot be in the process of getting into their position and must be fully and completely in line by the time the stripe is crossed by the lead vehicle.
3. **Charge Laps:** There will be a charge lap on all starts/restarts in the main divisions. Support classes will utilize a charge lap on the original start and in the event, there is a last lap restart.
4. For all main divisions, a traditional double file start will be used on the original start of all heat/feature events.
 - All heat race restarts after one (1) lap is completed will utilize the Delaware Start.
 - All feature race restarts after one (1) lap is completed will utilize the Delaware Start until there are 5 laps or less to go, at which time a single file restart will be utilized.
 - On Delaware Starts, second place chooses their lane; third takes the opposite, and fourth on back lines up inside-out.
5. The race will be started by the leader at the designated start/restart zone(s). Any driver who jump starts, or if the leader cannot set a sufficient pace, the driver in violation will be warned the first time. If the driver cannot start at a proper pace, they will be moved back one row.
6. The flagman/race director/promoter reserves the right to revert to single-file restarts in the interests of time and safety.
7. After one (1) lap has been scored, the starter will line the lead car in his position.
8. Accidents - Any car bringing out the caution or left sitting when the caution lights come on will line up to the rear of the pack, including the charge lap.
9. Caution Flag - All drivers must immediately bring their car to a slow pace and line up single file. Tower officials will call out the lineup over driver radios. Drivers should move immediately to posted positions once instructed, if they do not, the driver in question can be sent to the rear for failure to cooperate. Once the lineup is set, Tower officials will give the call to go Delaware Double File, if there are more than five laps to go, or at anytime during the heats.
10. The lineup after a caution flag is based on the last completed lap or tower instruction. If the leader plus three (3) lead lap cars have not crossed the start-finish line at the time of the caution, the lap will not be considered complete and will go back to the previously completed lap.
11. No working on or checking your race car on the track surface at any time. Anyone doing so will be sent to the rear of the pack.
12. Any car that pulls to a wrecker/track official in the infield while under caution to have their car visually inspected, or have a minor repair made can rejoin the field and keep their position, as long as the lead vehicle has not taken the one-to-go sign and crossed the start finish line.
13. When the lead vehicle has crossed the start/finish line and the one (1) lap to go has been displayed to restart the race, all cars must be in their position. Any car in the infield receiving assistance after this signal will fall to the back of the pack upon their return.
14. Any feature restart after five (5) laps to go will start single file. A Feature event that experiences difficulty getting laps complete may go single file at any time.
15. Any car leaving the racetrack to pit while the race is stopped, will line up to the rear of the pack upon their return.
16. Any driver wanting extra time on track will be allowed one (1) session prior to intermission for five (5) laps. A driver may only receive the extra time on track once every three (3) events. There will be no hot lapping, testing, or warming of motors during any other on-track activities, **no exceptions**.
17. "Black Flag" - Report to the pits for consultation. After 1 lap of receiving the black flag, the car will not be scored.
18. Anyone not obeying Flagman's signals may be black-flagged from the race track.
19. Any foul language or unsportsmanlike conduct while on the racetrack will result in the driver being black-flagged to the pits.
20. Any car running in an unsafe or hazardous condition will be black-flagged.
21. Any driver getting out of his car to argue or question a call or decision of an official will be sent to the pits for the remainder of the racing event that night, plus receive a suspension of one racing event.
22. Any driver banging or crashing into a fellow race car under caution may be black-flagged and could receive a 1-race suspension, a fine of \$250.00, or both.
23. Any car bringing out or involved in 3 cautions during a Feature or Heat race will be black-flagged to the pits.
24. Any driver bringing out or involved in 2 cautions during a Consi event will be black-flagged for the event.
25. In the event of rain, the event will be considered complete when at least one (1) feature event has been completed. The remaining features will be run first on the designated rain date.
26. In the event of rain during a feature event, if more than 50% of the feature has been completed, the race will be considered complete, and competitors will receive points and payout for the position they were in when the event was stopped.
27. In the event of rain during a feature event, if less than 50% of the feature has been completed, but the overall event is considered complete, the field will be frozen, and at the designated rain date, the feature will resume at the same point in which the original feature was stopped.

POLICY REGARDING ALCOHOL, USE OF/OR POSSESSION OF ILLEGAL DRUGS OR SUBSTANCES

1. No alcoholic beverages in the pits. Anyone caught will be barred from the pits, 2 weeks first offense; 1 year second offense.
2. Any driver found under the influence of any drugs or alcohol will be barred from driving for 1 year from date of suspension.
3. ILLEGAL DRUGS, DEFINITION: Illegal drugs are those substances defined and prohibited by-state and/or federal laws.
4. GENERAL PROHIBITION: Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at Georgetown Speedway, either on the Speedway grounds, or in any area considered to be used in the operation of the Speedway such as parking lots or leased properties.
5. PARTICIPANT, DEFINITION: A participant is any person taking part in any event at Georgetown Speedway in any form, including but not restricted to drivers, car owners, mechanics, crew members, sponsors, track officials or pit area observers. All such persons shall be considered public figures who have, by their own choice, become involved in auto racing events at Georgetown Speedway, with the full understanding that he or she must abide by the rules and regulations established and published or announced by Georgetown Speedway. All participants are considered to be responsible for their personal conduct.
6. VIOLATIONS AND PENALTIES: Any person found to be in possession of or under the influence of an illegal drug or drug substance on the Speedway property, as defined above, OR any person who is arrested by duly-constituted authorities and charged with possession and/or use of an illegal drug or drug substances, OR any person who is formally charged by the court of law with illegal drug violations, **SHALL BE SUBJECT TO THE FOLLOWING PENALTIES BY THE SPEEDWAY:**
 - a. Suspension from competition and eviction from the Speedway property, and denial of further entry to the Speedway for a period to be determined by Speedway officials.
 - b. Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to Georgetown Speedway management by that agency, shall be suspended from all forms of participation at Georgetown Speedway until such time as the charges are fully adjudicated through the legal process. Any participant convicted of a formal drug charge, by such process of law, will be prohibited from taking part in any Georgetown Speedway events for a minimum period of 1 year from date of conviction.
7. APPEALING AND HEARING: Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by Georgetown Speedway, provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if any hearing is desired.
8. REINSTATEMENT: A participant suspended for violation of these rules, EXCEPT IN CASE OF PERSONS CHARGED WITH SELLING DRUGS, may, as the result of a decision reached through the hearing process detailed above, be reinstated, if it is mutually agreed that the participant at his or her own expense -- will produce documentation from a physician licensed within the state, certifying that he or she is drug independent, as a result of random and periodical examinations and urinalysis testing, made at the request of Georgetown Speedway management.
9. PRESCRIBED DRUGS: If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the participant's entry into any Speedway activities. Failure to notify will subject participant to penalties as described above.

QUALIFYING AND LINE UP PROCEDURES - ALL MAIN DIVISIONS

QUALIFYING

1. Heat lineups will be by draw each week, and will line up heads up based on draw position.
2. Feature lineups will consist of redraw for a designated number of cars based on the heats.
 - The remainder of the field will lineup heads up, based on fastest lap time per position, per heat, for all positions not included in the redraw.

***Number of heats can be altered at Race Director's discretion**

- 10 or fewer cars = 1 heat, no consolation. All qualify, top 4 redraw
- 11-13 cars = 2 heats, no consolation. All qualify, top 2 from each heat redraw
- 14-20 cars = 2 heats, no consolation. All qualify, top 3 from each heat redraw
- 21-24 cars = 3 heats, no consolation. All qualify, top 3 from each heat redraw
- 25-31 cars = 3 heats, 1 consolation (if necessary). Top 6 qualify from each heat, top 3 from each heat go to the redraw. The top 6 cars in the consolation race will qualify for the feature.
- 32-39 cars = 4 heat races, 1 consolation. Top 5 qualify from each heat, top 2 from each heat go to the redraw. The top 4 cars in the consolation race will qualify for the feature
- 40-49 cars = 5 heat races, 2 consolations. Top 4 qualify from each heat, top 2 from each heat go to the redraw. The top 2 cars in each consolation race will qualify for the feature

Lineup & Points Procedures

1. Any car that is not signed in at the pit tower will not start any racing event until they have signed in.
2. Any driver may elect to start at the rear of their assigned heat.
3. Any qualified driver may elect to start at the rear of the feature.
4. Driver with the highest points unable to qualify will be eligible for a provisional starting position. The first race of the season will revert to 2024 final point standings. After one event is complete, 2025 current point standings will be utilized. Provisional starters will receive one-half green money. The driver granted a provisional position, will start at the tail end of the qualified field. One provisional start, per class and per event.
5. A driver that qualifies in the heat but breaks and cannot start the feature is still qualified and receives heat points.
6. A qualified driver must take the initial green flag to receive any points or payout awarded for a feature event.
7. Any car or driver changes must be reported to the pit tower officials. Changes must be reported before the class leaves pit road for their event. The changed car/driver must start at the rear of the field. If not reported before event, the driver will be deducted 10 spots from their finishing position.
8. Any car(s) that fail to meet post-race inspection will receive 24th place points. Other sanctions or penalties are based on division rules.
9. Drivers may enter up to two (2) separate classes per event. If a driver enters a second class, they must pay a \$50 entry fee for their second entry. This fee will be in addition to any Registration Fee if one or both of the desired classes include one.
 - Driver is responsible for being on time and ready for their heat or features events. **Track Officials will not hold any division due to a missing driver.**
10. If there is not a full field of cars, a non-qualified driver may start at the rear of the feature once registered with the pit tower.

2025 - General Rules – All Classes

BACK-UP CAR

Any driver introducing a back-up car or switching to another competitor's car after the completion of qualifying (heat race or consolation) in a single-day show must start from the rear in their next event that night. This does not apply to multi-day events or rain delayed events.

BALLAST WEIGHT

All lead ballast weights must be mounted between the frame rails using proper clamps with one (1) grade-8 bolt required for every 10 lbs. of lead being held. All lead should be painted white with and labeled with car number and class name. No filling rub rails or body mounts with lead or other type of material. Weight is not permitted in axle tubes. No steel axle tubes.

BATTERY

All cars must have a good battery. If relocated to the driver's compartment, it must be securely mounted and in a tightly sealed box. All cars must be self-starting.

BRAKES

All four (4) corners must have brake calipers and rotors. Brake shut-offs are permitted and are subject to individual division rules. Random brake tests are possible at any time.

CONDUCT – IN PERSON

Competitors, teams and fans attending any event on the property are expected to always act with respect toward each other and event officials. Drivers and car owners are responsible for the actions of their crew members. Fighting and unsportsmanlike conduct will result in loss of points, disqualifications, fines and/or suspensions. Team members are not permitted on the speedway surface at any time without express permission of **Track officials**. Entering the speedway without permission will result in fines and/or suspension. Any driver exiting their vehicle other than for fire or danger to themselves will result in a suspension. An Automatic Suspension will be applied if a driver leaves their vehicle in a show of unsportsmanlike conduct towards another driver or track official.

CONDUCT – SOCIAL MEDIA

Competitors and Team Owners are independent contractors compensated by the track via purse and point fund payouts. Competitors are expected to uphold the integrity of this business relationship in all posts on social media. Any posts viewed as detrimental to the track, its officials, or marketing partners could result in a fine and/or suspension from competition.

DATA ACQUISITION

The use of data acquisition is prohibited during all race events.

DISQUALIFICATIONS

Drivers who are disqualified forfeit monies earned and points accrued for that event. Drivers who are disqualified will receive DNQ points for said event. In the event of a disqualification, all drivers behind the DQ car will be moved up a position and will be compensated as such with points and payout.

DRIVESHAFT

A driveshaft strap must be used around driveshaft, torque tube, torque arm, etc. 2" wide, 1/4" thick, 360 degrees located no more than 10" in back of front universal joint. No unshielded drive shaft allowed in driver's compartment. Driveshaft should be painted white.

DRIVER'S SUIT

All drivers are required to wear a fire-resistant driving uniform meeting minimum SFI 3.2A/5 specification with label. Drivers must wear gloves at all times they are on the track. Driver's gloves must meet or exceed SFI 3.3 specification with label. Drivers should wear fire resistant accessories including head sock, under garments, shoes and socks. Shoes must meet the SFI 3.3 specifications with label.

FINES

All money received from drivers via fines will be added to the division specific Driver points fund, unless noted otherwise.

FIRE SUPPRESSION SYSTEM

Highly recommended. Powder preferred.

FRONT ENDS

All engine compartments must be covered to keep any liquid from reaching drivers compartment.

FUEL SYSTEMS

All fuel tanks must be properly secured and located behind the driver. This area must be sealed off completely from the driver and should be covered on all 4 sides and on top. Fuel cell recommended.

HELMET

All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2018, Snell SA 2020, Snell EA 2016 or Snell SA 2015.

HEAD AND NECK RESTRAINT

It is strongly recommended that all drivers wear a head and neck restraint with a minimum SFI 38.1 approval.

LAPPED CARS

In the event of a caution flag, lapped cars – in the order they are running – will remain in their scored position for the restart but will line up behind all cars on the lead lap (heats, consolations, and main events).

LINEUP CHANGES

In the event of a car “scratching” from a heat race, consolation or main event starting field, the cars behind said driver will “crisscross” to their new assigned position. The entire row will not move up.

MIRRORS

No mirrors allowed

PAINT & NUMBERS

All cars must have a good paint job with numbers at least 18" in height on both sides, top, and rear of the car.

PROTESTS

All Engine Teardown, General, and Visual Protests may be submitted in writing at any time until 30 minutes before the anticipated start of the Class Feature. After the Feature event, only General and Visual Protests may be submitted for up to 10 minutes following the posting of the official finish on MyRacePass. Once the 10-minute mark has passed, no protests of any kind will be accepted.

Only the car owner or driver of an actively registered and competing entry may submit a protest. The Car Owner or Driver filing the protest must be in the same division in which the protest is being filed. The Car Owner or Driver is responsible for filling out the official protest form in detail. Failure to specify what is to be protested is not the responsibility of the track, and only what is specifically protested will be inspected; nothing further will be examined.

A protest is not considered official until the written protest has been submitted and approved by the Race Director. No one outside of the Race Director has the authority or ability to approve a Protest request.

Any refusal of inspection or non-compliance with an official protest will result in the disqualification of the protested car. If the protested car is found to be illegal, the protesting fee will be returned to the team that filed the protest, minus the filing fee. If the protested car is found to be legal, the protesting fee will be awarded to the owner of the protested car, minus the filing fee and any associated costs to the Track for the inspection. Any altercation concerning the incident with Officials or any other participants by the team filing the protest will nullify the objection.

Track officials reserve the right to deny any protest. This includes, but is not limited to, protests that they determine, at their sole discretion, to be frivolous, unwarranted, or submitted with the intent to harass. Furthermore, any protest submitted by an individual who is, or appears to be, under the influence of alcohol or controlled substances shall be deemed invalid and will not be considered. Track officials reserve the right to review protests submitted before a feature event, after the event is completed, depending on time and availability.

PROTEST FEES (TRACK SPECIFIC):

Track officials reserve the right to ask for a legality test of any competitor at any time. A race team's refusal of such will result in a disqualification. The Protest Fee must be paid in full at the time of the protest and must be accompanied by an Official Protest form. Official Protest forms are available on the track website or at Pit Registration. All official protest forms and payments must be submitted directly to the Pit Steward for evaluation by the Race Director.

Engine Teardown: \$2,000 cash bond (\$500 Protest Filing Fee) (Unless noted otherwise)

General Protest: \$500 cash bond (\$100 Protest Filing Fee)

Visual Protest*: \$250 cash bond (\$50 Protest Filing Fee).

*Track Officials have sole discretion as to what is considered a Visual Protest, and no tools, outside a tape measure, may be used for one.

RADIATORS

Any type. No radiators or hoses are to be in drivers' compartment.

RADIOS

No two-way radios or independent one-way radios are allowed in any class. All drivers may only have one (1) Raceceiver (or like device) in their possession and must be set to **only** the track frequency. Raceceivers must be activated and in use at all times when the driver is on the track. It is the responsibility of each race team to make sure Raceceivers are mounted safely in the cars and are in good operational order. Cars competing without working Raceceivers will be subject to fines and/or penalties, at the discretion of the race director or promoter. Drivers who do not follow instructions broadcast over the track frequency will be sent to the rear of the field or black flagged. Drivers who repeatedly have Raceceiver issues and fail to correct them may be subject to disqualification and/or suspension at the discretion of the race director or promoter. Any driver/team found to be using two-way radios or one-way radios not utilized for **only** track official communications will be permanently banned for one calendar year from the time of the offense.

SCORING

AMB Transponders are required at all events. Transponders must be charged and fully functional for scoring purposes. The transponder should be mounted with no obstruction between the transponder and the ground. Any driver who does not have a functioning transponder for multiple events during the season and has been notified of this issue will not be scored after receiving notice and is subject to forfeiture of winnings in future events at the sole discretion of the Race Director or Promoter. **Any scoring errors made in accordance to a driver without a transponder are not eligible for protest. Driver/Car Owner has 10 minutes to contest their finishing position after the conclusion of their division event, after 10 minutes, all results are final unless pending technical inspection.**

SHOULDER HARNESS

All cars must be equipped with a minimum of an SFI 16.5 or SFI 16.1 approved restraint system. Seat belt systems shall be installed and used in accordance with the manufacturer's instructions.

SUSPENSIONS & PENALTIES

All drivers, crew members, and owners are subject to a suspension, fine, or penalty for infractions of any rule outlined in the 2025 Georgetown Speedway Rulebook. Track Management will determine the severity of the suspension, fine, or penalty on a case-by-case basis unless otherwise noted in the rules herein.

TRACTION CONTROL

The use of traction control devices is strictly prohibited. Vehicles suspected of traction control use by technical officials are subject to impound and inspection by Tech Officials and Track Management. No driveshaft or wheel-speed sensors permitted.

**ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME BY TRACK
MANAGEMENT TO ENSURE COMPETITIVE BALANCE.
ALL OFFICIALS' DECISIONS ARE FINAL!**

2025 MODIFIED RULES

MAKE & MODEL

1. This division is for North East Style Modifieds.
2. Side bars must remain outside of the body and designed to protect tires. All bars must have rounded corners.
3. Body must conform to DIRTcar™ Style Modifieds (See diagram on final page for dimension requirements).
4. No external wings.
5. No rear engines allowed.
6. No 4 Wheel Drive.

Body Style and Dimensions

ALL MEASUREMENTS WILL BE TAKEN WITH DRIVER AND/ OR WITH OR WITH OUT FUEL. TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM OF +/- (PLUS OR MINUS) ½"-INCH (ONE-HALF INCH). THIS IS A TOLERANCE, NOT A DIMENSION THAT IS INTENDED TO BE ADDED TO THE BODY DIMENSIONS.

Note – Track officials can make a competitor change aspects of any body and/or body panels at any time during an event.

A. General Body

- a. Mirrors and/or reflective devices will not be permitted.
- b. The maximum rear spoiler height, regardless of ride height, may not exceed 50"-inches. The rear spoiler must be able to provide the driver following a view of the track ahead.
- c. A full magnetic steel windscreen and/or rock guard is required. The windscreen and/or rock guard must have an individual hoop opening of 2" x 1" with a minimum of 1/16" thickness. Chicken wire type and/or aluminum screens will not be permitted. The windscreen and/or rock guard must cover the entire windshield area across the front of the roll cage and from the top of the roll cage down to the base of the cowl and/or hood. In addition, clear Lexan-type and/or safety glass windshields will be permitted. If the Lexan and/or safety glass is utilized it must be shatterproof and mounted behind the windscreen and/or rock guard. Any additional windshield must not obstruct the driver's exit of the vehicle. Recommended is 3 upright, quarter inch bars behind the screen for added strength.
- d. Offset bodies will not be permitted, all body panels must be symmetrical unless noted in the rule book.

B. Body Material

- a. Only magnetic steel and/or aluminum will be permitted for all inner and outer body panels.
 - b. Vertical material (plastic and/or rubber-type), with a material thickness between .090"-to-.125"-inch and a minimum height of 8" inches from the bottom of the quarter panel will be permitted, provided both doors and/or quarter panels maintain the same length and height with or without the plastic (symmetrical). An overlap of two (2") inches to secure the door(s) extensions will be permitted. The door(s) must maintain a minimum of six (6") inches of ground clearance including the additional material extending below the metal body.
- The overall dimensions of the door(s) and extensions must meet the specifications. c.
- Only a single piece fiberglass roof will be permitted.
- d. Only fiberglass and/or aluminum hood, hood scoop, windshield cowl, rear interior tire clearance cover will be permitted
 - e. Only clear Lexan will be permitted for the rear spoiler and rear wing windows. Decals and/or lettering will not be permitted on the rear spoiler and/or rear wing windows.

B1. Body Material (Composite) –

- A. Optional composite material will be permitted for the following body panels ONLY: Right side door and rear quarter panel, left side rear quarter panel.
- B. All measurements of each panel will be the same as listed in this rulebook.
- C. Minimum thickness permitted will be .065.
- D. Any flexible body panels (under .100) must have stiffening braces added to prevent excessive flex at speed. Stiffening bracing is required in the following areas
 - a. Front edge of door
 - b. Rear edge of quarter panel
 - c. Additional bracing for the use of keeping panels flat/straight is allowed and encouraged
- E. Material must be fire retardant
- F. Approved companies providing composite materials to specs are:

B1. Continued - Body Material (Composite) –

- a. Stakt Products, Nashport, OH
- b. Five Star Racing Bodies, Twin Lakes, WI
- c. Ultrafab, Granby, QC

Track officials can inspect composite body materials at any time for strength and can ask to add more bracing if needed.

C. Roof

- a. A one-piece fiberglass roof, single ply, one contour inside and out will be permitted. Carbon fiber and/or any other composite type materials will not be permitted. All roll bars must remain exposed. Vertical material of any type used to mount the roof that may cover the roll bar will not be permitted.
- b. The roof must be centered from side-to-side on the roll cage and on the frame. Offset bodies will not be permitted. The leading edge of the roof must be positively fastened in a stationary position a minimum of 33"-inches and a maximum of 48"-inches in front of the rear axle centerline. The roof must be securely and positively fastened on all sides.
- c. The minimum length of the roof is 47"-inches with a maximum of 60"-inches. The minimum width of the roof is 48"-inches with a maximum of 52"-inches. The roof cannot be "dished" front to back or side to side. The maximum front lip must be ½"-inch. The maximum side edge(s) must be 1-1/8"-inch break. Refer to drawing on page 86 and 88.
- d. Changes to the shape and/or location of the roof at any time during competition will not be permitted.
- e. The maximum overall height of the car is 62"-inches with a minimum of 53"-inches measured from the ground.
- f. The maximum roof angle is 10 degrees no tolerance when measured with the DIRTcar gauge. (See reference drawing).
- g. Any proposed roof design that deviates from the preceding rules must be submitted to DIRTcar for approval and approved before being presented for competition.

D. Front Door Posts

- a. Only a one (1) piece magnetic steel and/or aluminum front door posts and/or 'A'-pillars a minimum of .050"-inches with a maximum of .090"-inches will be permitted. The front door posts must be securely mounted to the roof and to the door(s). The side of the front door post must measure a minimum and maximum of 2"-inches. The front door post may be bead rolled and/or have a lip and/or flange for re- enforcement, but the reenforcement must not exceed a maximum 3/8"-inch in width.
- b. The door post may be fastened with a minimum of two (2) 3/16"-inch bolts to the door bracket for ease of fabrication. The Door post must not extend past the vertical plane of the door.
- c. Additional material, air directional devices, lexan vent windows and/or excessive material will not be permitted in the corner of the front door post, where the post meets the door panel.
- d. There will be no tolerance on the front door post measurements.

E. Rear Wing Windows / Side View / Rear View

- a. All rear wing panels and windows must resemble a current production OEM style body. Only manufacture approved rear wing panels and windows will be permitted for competition. Any non-manufacture rear wing panel must resemble and/or meet the criteria as the submitted rear wing panels and/or windows. Any rear wing panel that is submitted for competition must not exceed 815 square-inches in total area. All rear wing panels must be submitted for approval prior to introduction into competition.
- b. The upper profile must not extend above a straight line projected from the rear of the roof to a point 3"- inches higher than the rear deck. A minimum 2"-inch indent in the profile, so as not to make the panel a fast back is mandatory. (Please refer to the drawing and photographs)
- c. The maximum base length will be 61"-inches. The left and right must be of the same style and dimensions (symmetrical). (See example of Body Style Drawing)
- d. All rear wing(s) must have an opera-type window. The window must be lexan. Lexan and aluminum must have one continuous, curved bow. Bends or breaks in the Lexan area of the window will not be permitted. Lexan must also be the bulk of the space. e. Decals and/or lettering will not be permitted on the rear windows.
- f. The rear view of the wing window must go in a straight line from the top of the quarter panel (tangent) or bodyline to the roof with a maximum gradual bow of 2"-inches in the center of the wing window.
- g. Flanges and or additional material added to the rear window panel for the purpose of directing air flow will not be permitted.

F. Body Width and Ground Clearance

- a. The body width, when measured at any point along the body line from front-to-back will be a maximum of 68"-inches and a minimum of 64"-inches.
- b. A minimum chassis ground clearance of 2 ½"-inches will be permitted.
- c. Fan and/or ground-effect cars will not be permitted.

F. Body Width and Ground Clearance - Continued

d. Rubber skirts, fins, air directional devices and/or spoilers of any type under the car will not be permitted. A 2" inch maximum air deflector in front of the radiator for engine cooling will be permitted.

G. Door Panels

- a. The side door panel(s) will be a maximum of 86" inches and a minimum of 60"-inches in front of the centerline of the rear axle when measured along the top plane. The door(s), front door extensions and rear quarter panels must be flat and mounted in a vertical position. They must remain flat. Flanges at a 90-degree angle may be added to the front of the doors. The flange may only be added for the purpose of strengthening the door material. The flange must not exceed ¾"-inch in length or width and must be mounted in a vertical position. Door flanges must face inward toward the centerline of the chassis. Louvers, bead rolls holes and/or protrusions from top-to-bottom will not be permitted. Holes will be permitted for rub rails/nerf bars. A maximum 1"-inch long lip/flange at a 45-degree outward angle ½"-inch away from the sheet metal for reinforcement will be permitted at the top and bottom of the door(s) panels. All outside sheet metal, door panels, door extensions, air dams, front nose and/or hood fins must be the same shape, size and angle on both sides of the car. The door(s) must match each other from side-to-side (symmetrical). Air directional devices and/or side mounted spoilers of any type, which extend past the outside edge of the flat plane of the body will not be permitted.
- b. Bead rolls around the outside perimeter of the door panels and the wing windows will be allowed. Bead rolled edges must face toward the center of the chassis.
- c. The top of the door when measured from the ground will be a maximum of 38" and a minimum of 30"-inches when measured 60" inches from the rear axle centerline. The rear of the door when measured from the ground will be a maximum of 42"-inches to the top of the door when measured 16"-inches from the center of the rear axle centerline of the rear forward.
- d. The ground clearance on the bottom of the doors must maintain a maximum of 12"-inches and a minimum of 6"-inches from the ground.
- e. A maximum lip and/or flange of 1-1/2"-inches rounded at 90 degrees and facing inward only, on the top and bottom door(s) and rear quarter panel(s) will be permitted.
- f. A lip and/or flange angled out at a maximum angle of 45 degrees, extending away from the door at a maximum of ½"-inch and a maximum of 1"-inch in length before it bends inward for strength at the top of the door(s) and/or rear quarter panel(s) will be permitted.

H. Rear Quarter Panels

- a. The rear quarter panels must be symmetrical in height, with or without plastic and no holes.
- b. The rear quarter panels must be a maximum of 47"-inches and a minimum of 40"-inches from the ground at the rear and continue in a straight line with the top of the door. (See drawing.).
- c. A maximum 2"-inch fender flare may be used, but the overall body width must maintain a maximum of 68"-inches.
- d. The rear quarter panels may extend rearward a maximum of 48"-inches when measured along the top plane of the rear quarter panel and a minimum of 44"-inches at the bottom when measured from the center of the rear axle to the rear of the car.
- e. A maximum of 16"-inches and a minimum of 8"-inches of ground clearance (when measured from the ground to the bottom of the rear quarter) will be permitted.
- f. The plastic / rubber material utilized on the rear of the car may extend a maximum of 16"-inches from the ground to a minimum of 8" inches from the ground on either side of the car (symmetrical).
- g. The panels may have one side plastic on one (1) side only provided the panel remains completely symmetrical.
- h. Flanges at a 90 degree angle may be added to the Rear Quarter Panels. The flange may only be added for the purpose of strengthening the Rear Quarter Panel. The flange must not exceed ¾"-inch in length or width and must be mounted in a vertical position. Rear Quarter Panel flanges must face inward toward the centerline of the chassis. Air directional devices and/or side mounted spoilers of any type, which extend past the outside edge of the flat plane of the body will not be permitted.

I. Rear Spoiler

- a. A one piece, clear Lexan spoiler with a maximum height of 5"-inches from the rear deck will be permitted. Lettering and/or decals will not be permitted.
- b. The rear spoiler must be non-adjustable from the cockpit and/or during racing conditions. Hinges, adjuster(s), slides and/or any other adjusting type device will not be permitted.
- c. Metal gurney and/or table and/or flanges and/or lips will not be permitted.
- d. A brake and/or bend on the top of the Lexan spoiler will be permitted for reinforcement. Maximum 1" lip.
- e. The maximum overall height of the spoiler when measured from the ground must not exceed 50"-inches.
- f. A maximum of four (4) symmetrical and perpendicular to the spoiler, vertical supports (a maximum of 2"-inches in vertical height and 10"-inches in length) for the purpose of fastening the spoiler to the rear deck will be permitted.

J. Rear Deck

- a. The maximum height of the rear deck when measured from the ground will be 47"-inches and a minimum of 40"-inches.
- b. The rear deck lid must be fully enclosed from side-to-side and have a maximum height of 10 ½ "-inches vertically behind the fuel tank.
- c. The left and right rear trunk lids must be symmetrical in size and shape and must remain flat to cover the fuel filler hose and apparatus. The panel must completely cover the fuel cell, the fuel filler hoses and the vent lines.
- d. Fuel tank must be completely enclosed from the bottom of this panel (rear deck) to the bottom of the fuel cell. (2020 Rule)
- e. Openings from the top of the fuel cell to the bottom of the trunk lid will not be permitted. (2020 Rule)
- f. (Optional) The fuel tank sides must be completely enclosed on each side from the front to the rear of the fuel cell and from the bottom of the cell to the rear deck. No holes and/or openings permitted in the side panels. The rear area of the fuel cell from the rear deck to the bottom of the cell must remain open.

K. Hood, Nose, and Front Spoiler

- a. The maximum width for the hood, nose and front spoiler will be 36"-inches with a minimum width of 24"- inches. Louvers openings with mesh behind will be permitted on one or both sides of the hood. b. Only rear facing louvers will be permitted on the top of the hood
- c. The hood, nose and front spoiler must remain the same contour where they meet.
- d. The nose-piece must not extend rearward of the front shock towers.
- e. The front spoiler must be a separate piece.
- f. Shock absorber covers and/or deflectors must not be a part of the nose or the spoiler and/or positively fastened to the nose in any fashion exceeding the 36"-inch maximum width.
- g. Fabric material shock absorber covers will be permitted. The covers must not be used to achieve any aerodynamic advantage and/or to deflect air in a positive manner.
- h. The maximum the spoiler may extend in front of the front axle centerline will be 20"-inches.
- i. The front spoiler must be non-adjustable (hinges and/or sliders will not be permitted) and a minimum ground clearance of 4" (inches)
- j. The hood shall be considered from the front roll cage to on top and in-line with the front of the radiator.
- k. The hood and nose may have a maximum lip and/or flange of 2"-inches on both sides following the contour of the body. They must remain symmetrical.
- l. The hood and nose be centered on the centerline of the frame.
- m. The hood, nose and/or spoiler must not overlap each other's location on the frame.
- n. Any part of the hood must not exceed 10 degrees and the sheet metal must not have an opening and/or extrusion between the hood and the nose.
- o. The hood must extend over the radiator and have complete sides.
- p. The front spoiler may have a lip and/or flange a maximum 2"-inches on both sides following the contour of the spoiler not exceeding the maximum width of 36"-inches. The front spoiler may be offset 1"-inch from the centerline of the frame to the right or the left. One 2" high wicker bill may be added horizontally to spoiler in front of shock towers.

L. Hood Scoop

- a. The conventional air scoop (non-ram air) only will be permitted: A maximum of 25"-inches is permitted from the center of the carburetor forward to the end of the hood scoop. A maximum width of 22"-inches will be permitted. A minimum of 8"-inches will be required from the highest point on the hood scoop to the lowest point on the front of the front of the roll cage and/or the roof. The hood scoop must be positively fastened to the hood and completely enclose the carburetor and the air filter.
- b. No add on air deflectors above the top plain of the hood scoop.
- c. The only openings on the side of the hood scoop has to be behind the air cleaner, the air cleaner cannot be visible from either the front, above or side views.

M. Interior Sheet Metal

- a. All horizontal body support(s) other than the inner pods, whether in the front and/or rear must be a minimum of 1" x 1" .095"-inch thick tubing or 1"-inch flat stock a minimum of .125"-inch thick..
- b. Inside and/or outside wings, spoilers, air foils and/or wind deflectors will not be permitted.
- c. Double panels and/or sheet metal that is designed to create a wing effect will not be permitted.
- d. A maximum 1"-inch reinforced flange will be permitted on all lexan; however, all specified measurements must be retained.
- e. All interior sheet metal must completely cover all interior areas, door-to-door, quarter panel-to-quarter panel. Holes and/or openings will not be permitted in this area.
- f. Front and rear firewalls are required. The front firewall must isolate the cockpit from the engine compartment. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the cockpit from the fuel cell. The firewall must be a minimum of .050"-inch thick aluminum and/or magnetic steel. The firewall may be altered and/or cut for drive shaft clearance. g. Vertical fins, air dams and/or fairings on either side, behind the roll cage will not be permitted.
- h. All sheet metal must be a flat single plane across the interior of the car. Two (2) bead rolls or breaks for the purpose of strengthening

M. Interior Sheet Metal - Continued

will be permitted. The maximum bead roll and/or break permitted will be 1/8"-inch in height and 1/2"-inch in width.

- i. Covered roll bars will not be permitted. Sheet metal that is one-piece and/or part of a body panel formed around tubing that is not considered an aerodynamic advantage will be permitted, provided there is no excess sheet metal.
- j. Louvers will be permitted for cooling purposes only, including the radiator, engine and/or working oil cooler. Louvers and/or holes in the interior or exterior sheet metal will not be permitted.
- k. The floor and/or belly-pan may not be any wider than the frame at any point. Lips, fins and/or air directional devices on the floor and/or belly pan will not be permitted. Louvers for the purpose of cooling will be permitted on the belly pan from the radiator to the firewall. The under pan must not extend in length past the rear of the seat and exceed the width of the frame rails of the car and must be a maximum of .090"- inches in material thickness.
- l. Only aluminum belly pans will be permitted. Panels under the rear and and/or the fuel tank will not be permitted.

CHASSIS

Chassis, frame, rub rail, and bumper specifications mirror those generally accepted in Dirt Modified racing. Standard Dirt Modified chassis only.

EXHAUST SYSTEM

Any type exhaust system is allowed, but exhaust cannot be routed into driver's compartment. Mufflers required. Recommended mufflers Flo-Master or Super Trap. Max. 100 db at 25 feet.

FUEL

The use of gasoline or alcohol is allowed. No nitrous oxide systems are allowed.

IGNITION

Single ignition systems **ONLY**. No dual pickup ignitions; single pickup ignition only.

No programmable ignition boxes on standard 'open' engines

PROHIBITED IGNITION SYSTEMS –

- MSD 6530,
- MSD 65303
- MSD 7531
- Fast Ignition 30722

Please ask a Track Appointed Technical Advisor before using any other ignition box other than those listed below:

APPROVED IGNITION SYSTEMS –

- MSD 6425-64253 (Black)
- MSD 6430 (Red) • MSD 6427 (Red)
- MSD 6428 (Red)
- MSD 64316 (Red)
- MSD 6632 (Black)

LS Engine Platform Ignitions –

MSD 6014CT – Circle Track LS Ignition Control – **ONLY**

*Subject to STSS spec timing curve testing by MSD Part No. 89973 Race Ignition Test Tool

IN-COCKPIT ADJUSTMENTS

Brake bias and Panhard adjustments **ONLY** inside the cockpit

INDUCTION SYSTEM

One 4-Barrel carb only

PROTEST FEES – MODIFIED SPECIFIC

Wegner Automotive Weekend Warrior: \$2,000 cash bond (partial; \$500 filing fee) or \$7,500 cash bond (complete teardown; \$1,500 filing fee)

REGISTRATION FEE

At each event, the race-day registration is a minimum of \$20 on race-day (registration fee may increase for special events).

REARS

The use of locker rear-ends is prohibited. Solid spool rears only.

ROLL CAGE

All roll bars must be 1 1/2" by 1/8" wall steel or its equivalent. All cages must have four corner posts and must have overhead bars tying all four corner posts together. Two side bars are required on both sides of driver. All cages must be braced at the rear of the cage. The driver's body must remain inside of all parts of the cage.

SUSPENSION

- The front axle in all Modifieds must be a straight, one-piece axle manufactured from magnetic steel tubing.
- Split axles, dropped axles or independent front suspension not permitted.
- A-Frames and/or ball joints will not be permitted for steering axis (kingpin only).
- Four-wheel steering by the steering wheel and/or any type will not be permitted.
- Only approved Modified front spindles permitted.
- Independent front and/or rear suspensions will not be permitted. No Cantilever suspensions allowed.
- Only conventional type closed shock absorbers and/or approved shock absorbers will be permitted for competition. ○
Only single-shaft shock absorbers will be permitted, and all shock absorbers must remain closed on one (1) end via conventional design.
- Air shocks are not permitted.
- One (1) shock per corner.
- The minimum wheelbase is 106 inches and maximum of 110 inches with a maximum tolerance of one-half (1/2) inch when measured from the centerline of the rear axle to the centerline of the front axle for both left and right sides.
- The maximum front tread width will be 86 inches with a minimum of 74 inches. The maximum rear tread width will be 86 inches and a minimum of 80 inches. These measurements will be taken from the outside edge of the sidewall of the tires on each side.

TIRES

American Racer Tire will be the track tire for 2025.

- Right-Rear: American Racer 53 compound or harder
- Left-Rear: American Racer 44 compound or harder
- Right-Front: American Racer 44 compound or harder
- Left-Front: Any American Racer Modified tire

Any track or series stamp is permitted. No specialty or block-tread tires.

NO TREATMENT OF ANY KIND ALLOWED

Durometer readings may be taken before or after all events. Outliers are subject to laboratory testing.

TRANSMISSION

Any type of transmission may be used, must have forward, neutral and reverse. All cars must have a clutch that works. Automatic trans. allowed. Blanket recommended.

WHEELS

Any size wheels. Safety hubs highly recommended. Right front mandatory to have safety hub.

WEIGHTS

Weights are a strict minimum. No burn-off or percentage of discrepancy

CT 525, PA/NJ or DIRTcar Spec – Gas or Methanol – 2,350 lbs.

Small Block (max 370 c.i.) or Wegner 427 Weekend Warrior* – 2,400 lbs.

*(must match Wegner Automotive Spec Sheet)

Big-Block (max 477 c.i.) or Small-Block (max 454 c.i.) – Steel Block – 2,450 lbs.

Big-Block (no max) or Small-Block (max 454 c.i.) – Aluminum Block – 2,500 lbs.

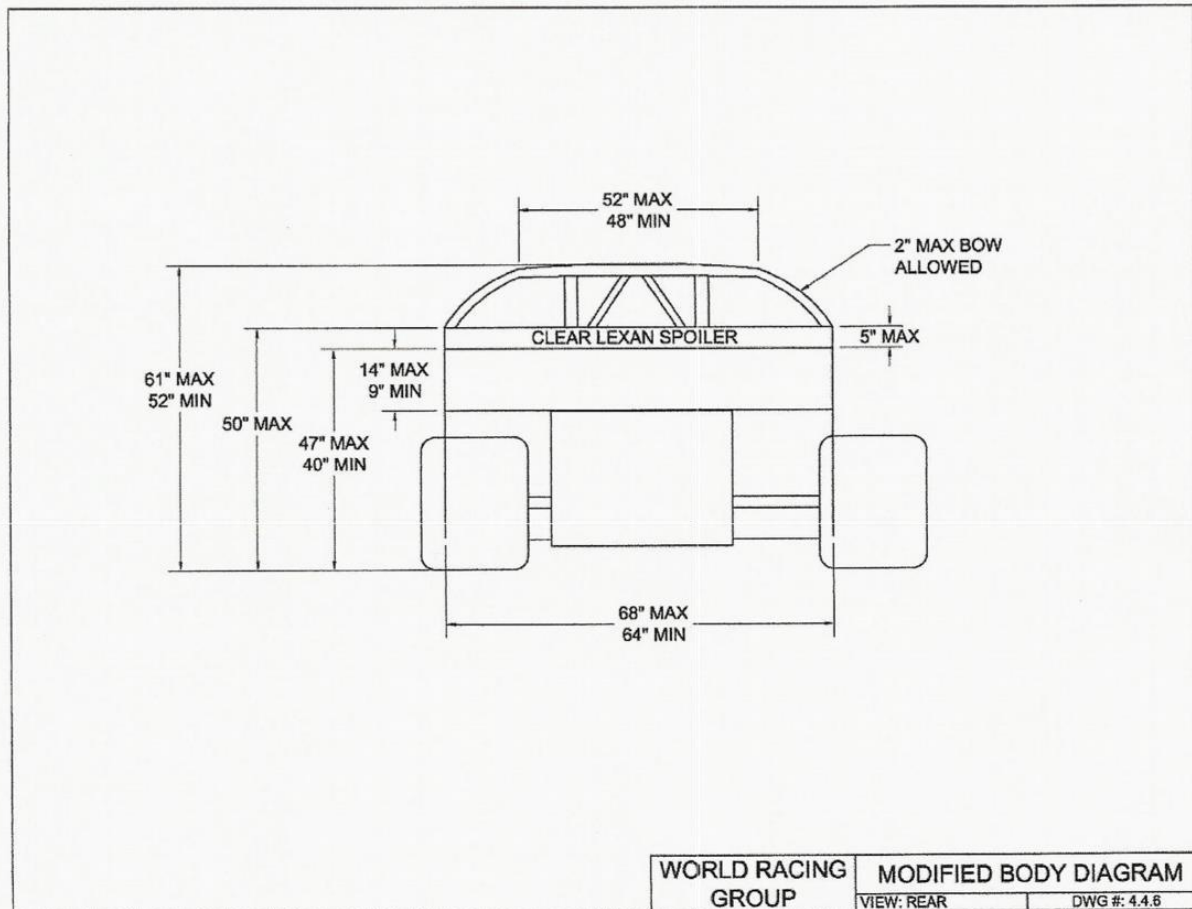
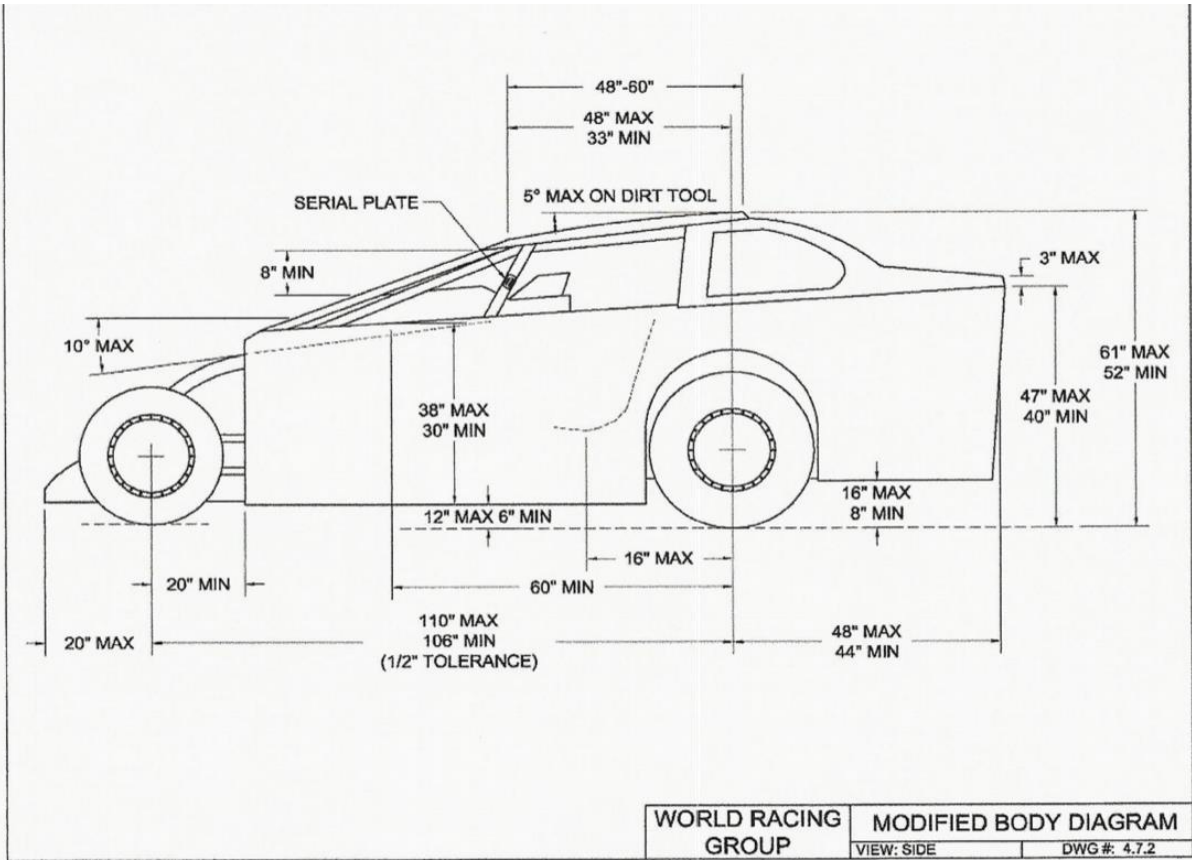
All weights are track-scale pounds, taken post-race with the driver in the car.

All aluminum block engines must have 50 lbs. of mounted weight securely placed between the firewall and the front axle.

All weight must be mounted in a safe and secure manner. Any weight deemed unsafe or improperly secured by track officials must be relocated immediately prior to competition.

**ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME BY TRACK
MANAGEMENT TO ENSURE COMPETITIVE BALANCE.**

2025 MODIFIED and 602 SPORTSMAN BODY DIAGRAM



2025 602 SPORTSMAN RULES

MAKE & MODEL

1. This division is for North East Style 602 Sportsman Modifieds.
2. Side bars must remain outside of the body and designed to protect tires. All bars must have rounded corners.
3. Body must conform to DIRTcar™ Style Modifieds (See diagram on final page for dimension requirements).
4. No external wings.
5. No rear engines allowed.
6. No 4 Wheel Drive.

19.7 – Body

BODY STYLE AND DIMENSIONS

ALL MEASUREMENTS WILL BE TAKEN WITH DRIVER AND/ OR WITH OR WITH OUT FUEL. TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM OF +/- (PLUS OR MINUS) ½”-INCH (ONE-HALF INCH). THIS IS A TOLERANCE, NOT A DIMENSION THAT IS INTENDED TO BE ADDED TO THE BODY DIMENSIONS.

****** Note – Track officials can make a competitor change aspects of any body and/or body panels at any time during an event.**

19.7.1 – General Body

- A. Mirrors and/or reflective devices will not be permitted.
- B. A full magnetic steel windscreen and/or rock guard is required. The windscreen and/or rock guard must have an individual hope opening of 2” x 1” with a minimum of 1/16” thickness. Chicken wire type and/or aluminum screens will not be permitted. The windscreen and/or rock guard must cover the entire windshield area across the front of the roll cage and from the top of the roll cage down to the base of the cowl and/or hood. In addition, clear lexan-type and/or safety glass windshields will be permitted. If the lexan and/or safety glass is utilized it must be shatterproof and mounted behind the windscreen and/or rock guard. Any additional windshield must not obstruct the driver’s exit of the vehicle. Recommended is 3 upright, quarter inch bars behind the screen for added strength.
- C. Offset bodies will not be permitted, all body panels must symmetrical unless noted in the rule book.

19.7.2 – Body Material

- A. Magnetic steel and/or aluminum will be permitted for all inner and outer body panels.
- B. Vertical material (plastic and/or rubber-type), with a material thickness between .090”-to-.125”-inch and a minimum height of 8”-inches from the bottom of the quarter panel will be permitted, provided both doors and/or quarter panels maintain the same length and height with or without the plastic (symmetrical). An overlap of two (2”) inches to secure the door(s) extensions will be permitted. The door(s) must maintain a minimum of six (6”) inches of ground clearance including the additional material extending below the metal body. The overall dimensions of the door(s) and extensions must meet the specifications. C. Only a single piece fiberglass roof will be permitted.
- D. Only fiberglass and/or aluminum hood, hood scoop, windshield cowl, rear interior tire clearance cover will be permitted
- E. Only clear lexan will be permitted for the rear wing windows. Decals and/or lettering will not be permitted on the rear spoiler and/or rear wing windows.

19.7.2C – Body Material (Composite) – (2024 Bulletin, Aug. 30, 2024)

- G. Optional composite material will be permitted for the following body panels ONLY: Right side door and rear quarter panel, left side rear quarter panel.
- H. All measurements of each panel will be the same as listed in this rulebook.
- I. Minimum thickness permitted will be .065.
- J. Any flexible body panels (under .100) must have stiffening braces added to prevent excessive flex at speed. Stiffening bracing is required in the following areas
 - a. Front edge of door

19.7.2C – Body Material (Composite) – (2024 Bulletin, Aug. 30, 2024) - Continued

- b. Rear edge of quarter panel
 - c. Additional bracing for the use of keeping panels flat/straight is allowed and encouraged
- K. Material must be fire retardant
- L. Approved companies providing composite materials to specs are:
 - a. Stakt Products, Nashport, OH
 - b. Five Star Racing Bodies, Twin Lakes, WI
 - c. Ultrafab, Granby, QC

Track officials can inspect composite body materials at any time for strength and can ask to add more bracing if needed.

19.7.3 – Roof

- A. A one-piece fiberglass roof, single ply, one contour inside and out will be permitted. Carbon fiber and/or any other composite type materials will not be permitted. All roll bars must remain exposed. Vertical material of any type used to mount the roof that may cover the roll bar will not be permitted.
- B. The roof must be centered from side-to-side on the roll cage and on the frame. The leading edge of the roof must be positively fastened in a stationary position a minimum of 33"-inches and a maximum of 48"-inches in front of the rear axle centerline. The roof must be securely and positively fastened on all sides.
- C. The minimum length of the roof is 47"-inches with a maximum of 60"-inches. The minimum width of the roof is 48"-inches with a maximum of 52"-inches. The roof cannot be "dished" front to back or side to side. The maximum front lip must be ½"inch. The maximum side edge(s) must be 1-1/8"-inch break. Refer to drawing on page 86 and 88.
- D. Changes to the shape and/or location of the roof at any time during competition will not be permitted.
- E. The maximum overall height of the car is 62"-inches with a minimum of 53"-inches measured from the ground.
- F. The maximum roof angle is 10 degrees with no tolerance when measured with the DIRTcar gauge. (See reference drawing).
- G. Any proposed roof design that deviates from the preceding rules must be submitted to DIRTcar for approval and approved before being presented for competition.

19.7.4 – Front Door Posts

- A. Only a one (1) piece magnetic steel and/or aluminum front door posts and/or 'A'-pillars a minimum of .050"-inches with a maximum of .090"-inches will be permitted. The front door posts must be securely mounted to the roof and to the door(s). The side of the front door post must measure a minimum and maximum of 2"-inches. The front door post may be bead rolled and/or have a lip and/or flange for re-enforcement, but the re-enforcement must not exceed a maximum 3/8"-inch in width.
- B. The door post may be fastened with a minimum of two (2) 3/16"-inch bolts to the door bracket for ease of fabrication. The Door post must not extend past the vertical plane of the door.
- C. Additional material, air directional devices, lexan vent windows and/or excessive material will not be permitted in the corner of the front door post, where the post meets the door panel.
- D. There will be no tolerance on the front door post measurements.

19.7.5 – Rear Wing Windows / Side View / Rear View

- A. All rear wing panels and windows must resemble a current production OEM style body. Only manufacture approved rear wing panels and windows will be permitted for competition. Any non-manufacture rear wing panel must resemble and/or meet the criteria as the submitted rear wing panels and/or windows. Any rear wing panel that is submitted for competition must not exceed 815 square-inches in total area. *All rear wing panels must be submitted for approval prior to introduction into competition.*
- B. The upper profile must not extend above a straight line projected from the rear of the roof to a point 3"-inches higher than the rear deck. A minimum 2"-inch indent in the profile, so as not to make the panel a fast back is mandatory. (Please refer to the drawing and photographs)
- C. The maximum base length will be 61"-inches. The left and right must be of the same style and dimensions (symmetrical). (See example of Body Style Drawing)
- D. All rear wing(s) must have an opera-type window. The window must be lexan. Lexan and aluminum must have one continuous, curved bow. Bends or breaks in the Lexan area of the window will not be permitted. Lexan must also be the bulk of the space. E. Decals and/or lettering will not be permitted on the rear windows.

19.7.5 – Rear Wing Windows / Side View / Rear View – Continued

- F. The rear view of the wing window must go in a straight line from the top of the quarter panel (tangent) or bodyline to the roof with a maximum gradual bow of 2"-inches in the center of the wing window.
- G. Flanges and or additional material added to the rear window panel for the purpose of directing air flow will not be permitted.

19.7.6 – Body Width and Ground Clearance

- A. The body width, when measured at any point along the body line from front-to-back will be a maximum of 68"-inches and a minimum of 64"-inches.
- B. A minimum chassis ground clearance of 2 ½"-inches will be permitted.
- C. Fan and/or ground-effect cars will not be permitted.
- D. Rubber skirts, fins, air directional devices and/or spoilers of any type under the car will not be permitted. A 2" inch maximum air deflector in front of the radiator for engine cooling will be permitted.

19.7.7 – Door Panels

- A. The side door panel(s) will be a maximum of 86" inches and a minimum of 60"-inches in front of the centerline of the rear axle when measured along the top plane. The door(s), front door extensions and rear quarter panels must be flat and mounted in a vertical position. They must remain flat. Flanges at a 90-degree angle may be added to the front of the doors. The flange may only be added for the purpose of strengthening the door material. The flange must not exceed ¾"-inch in length or width and must be mounted in a vertical position. Door flanges must face inward toward the centerline of the chassis. Louvers, bead rolls holes and/or protrusions from top-to-bottom will not be permitted. Holes will be permitted for rub rails/nerf bars. A maximum 1"-inch long lip/flange at a 45-degree outward angle ½"-inch away from the sheet metal for reinforcement will be permitted at the top and bottom of the door(s) panels. All outside sheet metal, door panels, door extensions, air dams, front nose and/or hood fins must be the same shape, size and angle on both sides of the car. The door(s) must match each other from side-to-side (symmetrical). Air directional devices and/or side mounted spoilers of any type, which extend past the outside edge of the flat plane of the body will not be permitted.
- B. Bead rolls around the outside perimeter of the door panels and the wing windows will be allowed. Bead rolled edges must face toward the center of the chassis.
- C. The top of the door when measured from the ground will be a maximum of 38" and a minimum of 30"-inches when measured 60"-inches from the rear axle centerline. The rear of the door when measured from the ground will be a maximum of 42" inches to the top of the door when measured 16"-inches from the center of the rear axle centerline of the rear forward.
- D. The ground clearance on the bottom of the doors must maintain a maximum of 12"-inches and a minimum of 6"-inches from the ground.
- E. A maximum lip and/or flange of 1-1/2"-inches rounded at 90 degrees and facing inward only, on the top and bottom door(s) and rear quarter panel(s) will be permitted.
- F. A lip and/or flange angled out at a maximum angle of 45 degrees, extending away from the door at a maximum of ½"-inch and a maximum of 1"-inch in length before it bends inward for strength at the top of the door(s) and/or rear quarter panel(s) will be permitted.

19.7.8 – Rear Quarter Panels

- A. The rear quarter panels must be symmetrical in height, with or without plastic, and no holes.
- B. The rear quarter panels must be a maximum of 47"-inches and a minimum of 40"-inches from the ground at the rear and continue in a straight line with the top of the door. (See drawing.).
- C. A maximum 2"-inch fender flare may be used, but the overall body width must maintain a maximum of 68"-inches.
- D. The rear quarter panels may extend rearward a maximum of 48"-inches when measured along the top plane of the rear quarter panel and a minimum of 44"-inches at the bottom when measured from the center of the rear axle to the rear of the car.
- E. A maximum of 16"-inches and a minimum of 8"-inches of ground clearance (when measured from the ground to the bottom of the rear quarter) will be permitted.
- F. The plastic / rubber material utilized on the rear of the car may extend a maximum of 16"-inches from the ground to a minimum of 8"-inches from the ground on either side of the car (symmetrical).
- G. The panels may have one side plastic on one (1) side only provided the panel remains completely symmetrical.

19.7.8 – Rear Quarter Panels - Continued

- H. Flanges at a 90 degree angle may be added to the Rear Quarter Panels. The flange may only be added for the purpose of strengthening the Rear Quarter Panel. The flange must not exceed ¾"-inch in length or width and must be mounted in a vertical position. Rear Quarter Panel flanges must face inward toward the centerline of the chassis. Air directional devices and/or side mounted spoilers of any type, which extend past the outside edge of the flat plane of the body will not be permitted.

Rear Spoiler

- A. A one piece, clear Lexan spoiler with a maximum height of 5"-inches from the rear deck will be permitted. Lettering and/or decals will not be permitted.
- B. The rear spoiler must be non-adjustable from the cockpit and/or during racing conditions. Hinges, adjuster(s), slides and/or any other adjusting type device will not be permitted.
- C. Metal gurney and/or table and/or flanges and/or lips will not be permitted.
- D. A brake and/or bend on the top of the Lexan spoiler will be permitted for reinforcement. Maximum 1" lip.
- E. The maximum overall height of the spoiler when measured from the ground must not exceed 50"-inches.
- F. A maximum of four (4) symmetrical and perpendicular to the spoiler, vertical supports (a maximum of 2"- inches in vertical height and 10"-inches in length) for the purpose of fastening the spoiler to the rear deck will be permitted.

19.7.10 – Rear Deck

- A. The maximum height of the rear deck when measured from the ground will be 47"-inches and a minimum of 40"-inches.
- B. The rear deck lid must be fully enclosed from side-to-side and have a maximum height of **10 ½ "**-inches vertically behind the fuel tank.
- C. The left and right rear trunk lids must be symmetrical in size and shape and must remain flat to cover the fuel filler hose and apparatus. The panel must completely cover the fuel cell, the fuel filler hoses and the vent lines.
- D. Fuel tank must be completely enclosed from the bottom of this panel (rear deck) to the bottom of the fuel cell. (2020 Rule)
- E. Openings from the top of the fuel cell to the bottom of the trunk lid will not be permitted. (2020 Rule)
- F. (Optional) The fuel tank sides must be completely enclosed on each side from the front to the rear of the fuel cell and from the bottom of the cell to the rear deck. No holes and/or openings permitted in the side panels. The rear area of the fuel cell from the rear deck to the bottom of the cell must remain open.
- I. Nothing above the rear deck edge, no lips facing forward on the rear deck of any kind. Air directional devices of any type, which extend past the rear deck edge will not be permitted.

19.7.11 – Hood, Nose and Front Spoiler

- A. The maximum width for the hood, nose and front spoiler will be 36"-inches with a minimum width of 24"-inches. Louvers or openings with mesh behind will be permitted on one or both sides of the hood. B. Only rear facing louvers will be permitted on the top of the hood.
- C. The hood, nose and front spoiler must remain the same contour where they meet.
- D. The nose-piece must not extend rearward of the front shock towers.
- E. The front spoiler must be a separate piece.
- F. Shock absorber covers and/or deflectors must not be a part of the nose or the spoiler and/or positively fastened to the nose in any fashion exceeding the 36"-inch maximum width.
- G. Fabric material shock absorber covers will be permitted. The covers must not be used to achieve any aerodynamic advantage and/or to deflect air in a positive manner.
- H. The maximum the spoiler may extend in front of the front axle centerline will be 20"-inches.
- I. The front spoiler must be non-adjustable (hinges and/or sliders will not be permitted). Minimum ground clearance of 4" (inches)
- J. The hood shall be considered from the front roll cage to on top and in-line with the front of the radiator.
- K. The hood and nose may have a maximum lip and/or flange of 2"-inches on both sides following the contour of the body. They must remain symmetrical.
- L. The hood and nose be centered on the centerline of the frame.

19.7.11 – Hood, Nose and Front Spoiler - Continued

- M. The hood, nose and/or spoiler must not overlap each other's location on the frame.
- N. Any part of the hood must not exceed 10 degrees and the sheet metal must not have an opening and/or extrusion between the hood and the nose.
- O. The hood must extend over the radiator and have complete sides.
- P. The front spoiler may have a lip and/or flange a maximum 2"-inches on both sides following the contour of the spoiler not exceeding the maximum width of 36"-inches. The front spoiler may be offset 1"-inch from the centerline of the frame to the right or the left. One 2" high wicker bill may be added horizontally to spoiler in front of shock towers.

19.7.12 – Hood Scoop

- A. There is one type of hood scoop that can be mounted on top of the hood for the purpose of enclosing the carburetor.
- B. A minimum of 8"-inches will be required from the highest point on the hood scoop to the lowest point on the front of the front of the roll cage and/or the roof. The hood scoop must be positively fastened to the hood and completely enclose the carburetor and the air filter.
- C. The conventional air scoop will have a maximum of 25"-inches in length from the center of the carburetor forward to the end of the hood scoop and a maximum width of 22"-inches will be permitted. Forward facing openings in hood scoop will not be permitted.
- D. No add on air deflectors above the top plain of the hood scoop.
- E. The only openings on the side of the hood scoop has to be behind the air cleaner, the air cleaner cannot be visible from either the front, above or side views.

19.7.13 – Interior Sheet Metal

- A. All horizontal body support(s) other than the inner pods, whether in the front and/or rear must be a minimum of 1" x 1" .095"inch thick tubing or 1"-inch flat stock a minimum of .125"-inch thick..
- B. Inside and/or outside wings, spoilers, air foils and/or wind deflectors will not be permitted.
- C. Double panels and/or sheet metal that is designed to create a wing effect will not be permitted.
- D. A maximum 1"-inch reinforced flange will be permitted on all lexan; however, all specified measurements must be retained.
- E. All interior sheet metal must completely cover all interior areas, door-to-door, quarter panel-to-quarter panel. Holes and/or openings will not be permitted in this area.
- F. Front and rear firewalls are required. The front firewall must isolate the cockpit from the engine compartment. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the cockpit from the fuel cell. The firewall must be a minimum of .050"-inch thick aluminum and/or magnetic steel. The firewall may be altered and/or cut for drive shaft clearance. G. Vertical fins, air dams and/or fairings on either side, behind the roll cage will not be permitted.
- H. All sheet metal must be a flat single plane across the interior of the car. Two (2) bead rolls or breaks for the purpose of strengthening will be permitted. The maximum bead roll and/or break permitted will be 1/8"-inch in height and 1/2"-inch in width.
- I. Covered roll bars will not be permitted. Sheet metal that is one-piece and/or part of a body panel formed around tubing that is not considered an aerodynamic advantage will be permitted, provided there is no excess sheet metal.
- J. Louvers will be permitted for cooling purposes only, including the radiator, engine and/or working oil cooler. Louvers and/or holes in the interior or exterior sheet metal will not be permitted.
- K. The floor and/or belly-pan may not be any wider than the frame at any point. Lips, fins and/or air directional devices on the floor and/or belly pan will not be permitted. Louvers for the purpose of cooling will be permitted on the belly pan from the radiator to the firewall. The under pan must not extend in length past the rear of the seat and exceed the width of the frame rails of the car and must be a maximum of .090"-inches in material thickness.
- L. Only aluminum belly pans will be permitted. Panels under the rear and and/or the fuel tank will not be permitted.

CARBURETOR/FUEL DELIVERY SYSTEM

Carburetors must be 650, 650 HP only. All carburetors must pass series go/nogo gauges (please contact the Georgetown Speedway tech inspection team if you are unsure). Must be of Holley design: no billet center sections (billet base plate permitted). Metering blocks and bowls must be of stock appearing design. Booster height must remain stock, no cutting or polishing. Carburetors must have straight-leg boosters. One-inch carburetor spacer (maximum open hole). No divider or cutting marks. Drilling holes in throttle plates for proper idling permitted. Plugging vacuum ports permitted. Welding throttle shaft to linkage arm and drilling of idle or high-speed air correction jets is permitted. Only two (2) standard thickness carb gaskets permitted. Must run stock mechanical type fuel pump bolted to the engine, driven by the camshaft via a pushrod. No electric fuel pumps of any kind.

DISTRIBUTOR

Distributor must be stock appearing. Welded distributors and/or lockout plates are permitted. Must have stock appearing module and coil.

ENGINE RULES AND ENGINE PROTESTS

For 2025, Georgetown Speedway will utilize the RUSH Sportsman Modifieds engine rule package. To view the RUSH Sportsman Modified Engine Rules for Georgetown Speedway, please [click here](#).

FUEL

VP FUELS or equivalent 91, (98 octane), Track Fuel Sunoco 94, Sunoco 98/100, Sunoco 110 - ONLY. NO OXYGENATED FUELS. NO OXYGENATION ADDITIVES. Fuel is subject to testing by Track Officials at any time.

HEADERS

All headers permitted with the exception of stainless. Evacuation systems and vacuum pumps are prohibited.

IN-COCKPIT ADJUSTMENTS

Panhard bar adjusters permitted. Brake bias permitted. Right-front shutoff permitted (only).

OILING SYSTEM

Oil coolers are permitted. No external oil pump systems. Oil coolers can be mounted under or in front of the radiator or under the leftside wing area, no further back than the rubrail. **Fan:** No electric fans. Plastic, steel or aluminum fans are permitted.

REAR END / DRIVELINE

No locker rear ends of any kind. Rears may be 8 or 10-inch ring-and-pinion. No midget rearends. Steel or aluminum yokes are permitted. Steel driveshafts only. No titanium driveshafts, jackshafts, axles or driveline components. No titanium rotors or bolts of any kind.

REV BOX

All cars are required to utilize the MSD Digital Rev Box No. 8727 CT. All wires must be visible. No cutting of any wires permitted. Ground wire MUST be grounded to the intake only with nothing else attached. There is a spud on the left side of the intake between the carburetor and distributor for this purpose. A maximum RPM of 6,200 permitted. All boxes are subject to confiscation for further testing. Rev box must be mounted outside the reach of the driver in the engine compartment. Rev box RPM must be visible to track officials without removing the hood and/or panels. A small hole/opening is acceptable.

RUBRAILS

Single or double rubrails permitted on either side.

SHOCKS

No remote canister shocks. Shocks can be adjustable, but all knobs or clickers may not be accessible while mounted on the race car. Must remove shock from the race car to change the compression/rebound and/or bleeds. The only adjustment allowed with the shock mounted on the car is gas pressure through a Schrader valve. All shocks must be on the open market and available for purchase. One (1) shock per corner ONLY.

SPRINGS

One (1) spring per corner. No stack springs permitted. A maximum of one (1) 2 1/4 inch foam type rubber (Christmas-tree style) bump stop will be allowed. One (1) take-up spring with a maximum rate of 5 lbs. per corner permitted. One spring rod permitted on the rear of the car (either side).

TACHOMETER

Tachometers will not be used. The wiring must remain as specified by the ignition amplifier box manufacturer. No wiring will be allowed to be plugged into the distributor except the 8727CT wiring harness. External wiring that was previously plugged into the tach pigtail must remain unplugged.

TIRES

American Racer Tire will be the track tire for 2025.

- Right-Rear: American Racer 53 compound or harder
- Left-Rear: American Racer 44 compound or harder
- Right-Front: American Racer 44 compound or harder
- Left-Front: Any American Racer Modified tire

Any track or series stamp is permitted.

No specialty or block-tread tires. **NO**

TREATMENT OF ANY KIND ALLOWED.

Durometer readings may be taken before or after all events. Outliers are subject to laboratory testing.

TITANIUM

Titanium is PROHIBITED anywhere on the car.

WATER PUMP

Any mechanical water pump – steel or aluminum – is allowed. Must be driven by the front-drive belt system. Electric water pumps are prohibited.

WEIGHT

Weights are a strict minimum. No burn-off or percentage of discrepancy

All cars must weigh 2,350 lbs. post-race, with the driver in the car—track scale pounds.

WHEELS

Steel or aluminum wheels are permitted. No titanium bolts are to be used for bead-locks or bolting together a wheel.

2025 Stockley Speed & Supply Super Late Model Rules

BODIES

- All cars must have a minimum of one inch (1") and a maximum of two inches (2") of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
- Driver's seat must remain on the left side of the drive line.
- No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- Bodyline must be a smooth even line from front to rear.
- No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to template.
- No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- All body panels must be solid. No holes, slots, or air gaps are permitted.
- No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.

INTERIORS

- Interior is permitted to be dropped to the middle of the car a maximum of five inches (5") below the top of doors and a minimum of twelve inches (12") below the roll cage.
- Interior must gradually taper up to the quarter panel height.
- Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect".
- Interior must run in a straight line from behind the driver's seat to the rear spoiler.
- If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.

SPOILER

- Rear spoiler must be manufactured of material of adequate strength such as Lexan or aluminum.
- Rear spoiler material including hinge maximum eight and one quarter inch (8-1/4") height measured from deck to tip of material. Maximum seventy-two-inch (72") width.
- Rear spoiler is not permitted to be suspended above the deck to create a "wing effect".
- Rear spoiler must begin where quarter panels end. No extended decks permitted.
- Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1") aluminum braces.
- Spoiler supports cannot be mounted wider than the top of the quarter panel.

ROOF AND ROOF SUPPORTS

- The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- Roof must be stock appearing and mounted level.
- All roof side (sail) panels must extend to the edge of the body. Sail panels can be opened or closed, but must be the same on both sides. If open, minimum border at any point is one and three-quarter inches (1-3/4") and maximum border at any point is three and one half inches (3-1/2"). Top of sail panel is to be fourteen inches (14") minimum and twenty inches (20") maximum. Bottom of sail panel is to be thirty-five inches (35") minimum and forty-three inches (43") maximum.
- Minimum air gap between end of sail panel and spoiler side board is two inches (2").
- Front roof posts are a maximum of four inches (4") wide and a variance of one inch (1") between left and right.

ENGINE RULES AND ENGINE SET-BACK

- Only conventional type V-8 engines with the cam in the block will be permitted. There will be no limit on the cubic inch displacement.
- Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.
- No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.
- Magnetos are permitted. However, the engine must have an operating self-starter.
- A maximum of twenty-five and one-half inches (25-1/2") from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.
- Carburetor is limited to one (1) four barrel.
- All engines are limited to one (1) spark plug and two (2) valves per cylinder.
- No engines using coil packs are allowed. Engine must operate using a single distributor. No distributor-less engines allowed.
- No overhead cam engines.

ELECTRONIC AND TRACTION CONTROL DEVICES

- All electronic or computerized wheel spin or acceleration retardation traction control devices are strictly prohibited. Controlled timing devices attached to or controlling accelerator or rotation of wheel are strictly prohibited.
- All traction control devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited.
- Adjustable ping control devices, dial a chip controls, timing controls, or automated throttle controls are not permitted in cockpit or any other driver accessible areas.
- Any remotely controlled components inside or outside the cockpit of any competitor's racecar are NOT permitted. Radios or devices for transmitting voice or data are prohibited either in the racecar or on anyone connected with the car.

WEIGHT

- The total weight of the car with the driver will be a minimum of 2,300 lbs. as weighed on the track scales after each event.
- No Burn-off allotment.
- All weights must be painted white and clearly labeled with the car number on it.
- Any weight(s) must be securely attached to the frame below the body decking.
- Weights attached to the rear bumper and/or outside the frame will not be permitted.
- Pellet-type and/or liquid-type weight/ballast will not be permitted
- Cars not making weight will be disqualified.

REAR SUSPENSION

- No spring rods.
- No split birdcages.

TIRES

- Hoosier NLMT 2, 2.25, 3 or 4 or American Racer 44, 48, Pro 2 or Pro 3 or RUSH Late Model tires – Grooving and siping are permitted.
- **NO TREATMENT OF ANY KIND ALLOWED**
- Durometer readings may be taken before or after all events. Outliers are subject to laboratory testing.

**ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME BY TRACK
MANAGEMENT TO ENSURE COMPETITIVE BALANCE.**

2025 RUSH LATE MODEL RULES

GENERAL RULES

Drivers competing in the RUSH Late Model division will be subject to all General Track Rules not outlined by the RUSH Sanctioning Body Rules.

RUSH RULES

For 2025, Georgetown Speedway will be utilizing the RUSH Late Model Series Rules Package. To view these rules, please [click here](#).

**ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME BY TRACK
MANAGEMENT TO ENSURE COMPETITIVE BALANCE.
ALL OFFICIALS' DECISIONS ARE FINAL!**

2025 SUPPORT CLASS RULES

- Delmarva Chargers, Delaware Super Trucks, Little Lincolns, and Southern Delaware Racing Club will run for 10 Laps if there are less than 10 cars in their respective class
- Southern Delaware Racing Club –
 - In the event of 10 cars or less in each division, the class will run all in one. At 11 cars in each class, we will run two separate features. There will not be a class separation if one division has 11 cars and the other does not.
- East Coast Vintage –
 - In the Event of 5 Cars or Less the class will receive 2 Hot Lap Sessions and No Feature, and no Payout.
 - 6 -10 Cars the class will receive 50% payout and a 10-lap feature
 - 11+ cars will receive a full payout and a 12-lap feature
- All Support Classes will park in the Designated Support Class Parking Area, pictured below. The only exception to this is if otherwise told by the Race Director, or if the person has a designated Reserved Parking Spot that was grandfathered into the Main Division Parking Area.

