



2025 Charleston Speedway

General Track Rules

Rules Are Subject To Change When Necessary!

DIRTcar and Charleston Speedway Officials have the final word on decisions pertaining to rules infractions and penalties.

Adopted by The Charleston Speedway April, 2021. Amended January, 2022.

Amended March, 2023. Amended February, 2025.

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4.1 General Track Rules

The following rules apply to Drivers, Car owners, Crew Members, Sponsors, Fans as well as any/all patrons of The Charleston Speedway:

1. Signing in and paying for the appropriate pass is required before entering the pit or grandstand area.
2. Any person 16 years of age or under must have a signed parental consent before entering the pit area.
3. Any person caught tampering or altering pit passes or general admission tickets will be escorted off the property and no refund will be given.



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4.1 General Track Rules (continued)

4. Unsportsmanlike conduct will not be tolerated, this includes, but is not limited to:
 - a) Any intentional action that causes a delay in any event.
 - b) Actions detrimental to auto racing.
 - c) Circulating or signing any petition designed to be in opposition to The Charleston Speedway, its officials, its management, any other racing facility or racing in general. ZERO TOLERANCE.
 - d) Agitating or attempting to agitate other individuals.
 - e) Destruction or attempting to destroy others property.
 - f) Yelling, profanity, or displaying profanity.
 - g) Fighting, causing or encouraging fighting is not allowed.
5. Stealing is not allowed and will be prosecuted to the fullest extent.
6. Possession of any type of weapon, including but not limited to knives, firearms, ect. while on the property is not allowed.
7. Buying, selling, possessing, partaking or having any involvement with illegal narcotics, including legally acquired marijuana, is strictly forbidden.
8. Buying, selling, possessing, partaking or having any involvement with prescription medication by anyone other than who it is prescribed to, for the reasons which it was prescribed, is strictly forbidden.
9. Drinking alcohol and, or being under the influence of drugs or alcohol in the pit area before ALL On Track activities are completed, is strictly forbidden.
10. Any person consuming alcohol while under age 21 will be reported to the Coles County Sheriff's office.
11. GLASS BOTTLES ARE NOT ALLOWED on The Charleston Speedway property!
12. Smoking is not allowed in ANY Grandstands on The Charleston Speedway property, including but not limited to Electric Cigarettes, Vaping, and Juuls. Violators will be asked to stop and then asked to leave if they can not or will not stop.



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4.1 General Track Rules (continued)

13. Vehicles NOT attached to a race trailer may be refused access or requested to leave the pit area at any time deemed necessary.
14. ATV's- Side-by Sides- Golf Carts- Small motorcycles, etc. will be allowed in the pit area ONLY!!
 - Improper use will result in your vehicle being parked by track officials for any reason deemed necessary.
 - Children 15 years and younger are not allowed to operate these vehicles.
 - Operation is to be limited to any use that is pertinent to the needs of the race team.
15. Unauthorized persons are not allowed onto the race track at anytime.
16. Drivers are 100% responsible for their crew members at ALL times.
 - Any member of a team found in violation of any rules, the driver, team member, car owner, and team owner will suffer negative consequences in conjunction with the violation.
17. Any person sustaining an injury must report the injury to race officials, on the premises within 30 minutes after the completion of the event.

4.2 Rain - Out Policy

1. In the event of a Rain-Out, no refunds will be offered or given.
2. Your Rain Check is the Pit Pass Arm Band, or General Admission Ticket that you received upon entry to The Charleston Speedway.
3. Rain Checks are good for the face value of the ticket price the night of the rain out, when used for a future event.
4. The Speedway is not responsible for lost or stolen Rain Checks.
5. You MUST have your complete Rain Check, whole and in tact, in order to receive re-entry at a later date. NO EXCEPTIONS.
6. If ALL races EXCEPT A-Features are completed, and a rain-out occurs, Double A-Features will be ran on an advertised date and the night of the rain-out will be considered complete.



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4.2 Rain - Out Policy (continued)

7. Rain Checks will not be honored for any event determined to be complete.
8. If ALL Heat races are not completed before the rain-out, the show will be considered postponed/canceled and Rain Checks will be honored for the time frame allowed by management, watch all social media outlets for time frame to use Rain Checks.

4.3 General Safety Rules

1. A properly working and functioning Raceceiver type device for 1-way communication from race control to the driver is required to be worn during all on track activities. Failure to obey this rule will result in disqualification of the event of the infraction.
The Charleston Speedway uses Frequency 454.0000
2. Hand signals, colored gloves, and colored sticks will be allowed for use to communicate to drivers.
 - Flashlights, pen lights, LED lights along with any type of battery powered or electric device, are not allowed.
 - Radio, Cell Phone, Smart Phone, or Smart Watch communication is not allowed.
3. All cars must have a MINIMUM 5-Point racing harness. Harness MUST be worn at all times during on track activities. Harness MUST be properly mounted and in good condition. Tags MUST be on the belts and MUST meet or exceed SFI 16.1 or SFI 16.5. No portion of the seat belt material is allowed to come in contact with ANY sharp edge.



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4.3 General Safety Rules (continued)

4. All drivers are required to wear the following safety gear, at all times during ANY on track activities.
 - 1) A fire-resistant driving uniform that meets the minimum of SFI 3.2A/5 specifications, AND display a valid SFI 3.2A/5 label on the outside of the uniform. 1-piece or 2- piece pants/coat suits are allowed.
 - 2) Gloves that meet or exceed SFI 3.3 specifications and have a legible, valid SFI 3.3 label.
 - 3) Racing shoes that meet the minimum of SFI 3.3 specifications and display a valid SFI 3.3 label.
"Hey Dudes", Tennis Shoes, Work Boots, etc. Are NOT OK!
 - 4) A full-face helmet that has a shield that is in good working condition and easy to see through. Helmet must have a minimum safety rating of FIA 8860-2010, FIA 8860-2018, SNELL SA 2015, SNELL SA 2010, SNELL SAH 2010 and/or SFI 31.1/2005. Helmet must have its safety label still attached to it.
5. Unless otherwise stated in any "Class Specific Rules", an Aluminum racing and/or Carbon Fiber-type composite racing seat is required.
 - Carbon fiber seats must meet the SFI 39.2 ratings.
 - ALL seats MUST be mounted to the frame as required by seat and chassis manufacturer.
 - FULL CONTAINMENT SEATS AND OR AFTERMARKET BOLT ON HEAD RESTRAINTS ARE HIGHLY RECOMMENDED IN ALL CLASSES.
6. A square mesh or web style window net measuring a minimum of 16" X 20" is required where a FULL CONTAINMENT seat is NOT being used.



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4.3 General Safety Rules (continued)

7. The drivers head shall NOT be higher than the lowest point of the roll cage.
 - Any car where the drivers head protrudes higher than the bottom portion of the tubing of the roll cage will NOT be allowed to compete.
 - The measurement is simply that the highest point of the helmet must be lower than the bottom side to the tubing of the cage and will be observed with the driver properly seated, belted, with his/her helmet on.
8. A properly functional, charged and readily accessible fire extinguisher or it's equivalent is required in EVERY pit stall.
9. ALL drive shafts must be completely painted white.
10. ALL cars must have tow chains, cables, or a suitable bar for towing that is easily accessible, on BOTH the front and rear of the car.
11. All cars must display its car number on the roof, and on both sides of the car.
 - Numbers must be a minimum of 18" tall
 - Numbers must be orientated as to be properly read while traveling past the score tower in the proper direction of racing
 - Numbers must be in a color contrasting the car.
 - All cars must display its car number with a minimum 6" number on the rear of the car in a contrasting color that is easily legible by track officials and other competitors while on the track.
12. Any "add-on/bolt-on" weight MUST be painted white and have the number of the car on it. "Add-on/Bolt-on" weight, must be securely mounted to the chassis in such a way as to NOT come off during normal racing conditions. "Add-on/Bolt-on" weight that falls off due to a failure to properly secure it, will result in a BLACK FLAG.
13. Drivers that incur a flat tire on the LEFT FRONT, during a race, so long as the driver is able to operate the car safely, and maintain speed adequate enough to not cause any issue to other drivers, will be allowed to continue.



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4.3 General Safety Rules (continued)

14. Drivers that incur a flat tire on the LEFT FRONT and are deemed unsafe to continue by race control, will not be allowed to continue.
15. Drivers that incur a flat tire on any tire besides the LEFT FRONT, will immediately be directed off the race track.
 - Drivers are not allowed to continue with a flat tire on any tire, besides the LEFT FRONT.
16. Drivers that incur a broken suspension component will be directed off the race track.
 - Broken suspension parts include, but are not limited to: Tie rod ends, ball joints, shocks, a-arms, springs, etc.
17. Speeding in the pit area is strictly forbidden.
 - Driver will incur severe penalty for speeding. No Exceptions!
18. Application of ANY TYPE of chemical to tires in the pit area will not be allowed.
 - CLEAR water, suitable for drinking is the ONLY thing allowed to be used on a tire in the pits at The Charleston Speedway.
 - You and your entire team will be escorted off the property if found to be applying anything wet(besides water) to your tires.
 - #soapisdope and the pond water is not safe to drink!!

4.4 Inspection Procedures

1. At certain events, there may be a pre-race inspection lane.
2. In the event of a pre-race tech lane, ALL cars competing in the event for which the tech lane is set up, MUST pass the pre-race tech lane inspection BEFORE participating in ANY on track activities.
3. Any competitor failing to pass the pre-race tech inspection will potentially be disqualified from that event.
4. Passing pre-race tech inspection does not mean, imply, or guarantee that every part or area of the race car is legal.
 - Pre-race tech is only designed to tech a few items on every car.
 - It is the responsibility of EVERY competitor to ensure his/her car is legal according to ALL of the rules that apply to him/her.



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4.4 Inspection Procedures (continued)

5. Post race tech inspections will be performed at random.
 - All cars directed to post race inspection that fail to pass tech or attend as directed, will be disqualified from that event and forfeit all points and moneys for that event.
6. Race Car, Drivers Safety Equipment, Driver, Crew members as well as the entire pit area are subject to inspection at any time by any tech person who is authorized by The Charleston Speedway.
7. Refusal to allow an inspection whether in part or in whole, will result in the disqualification of the driver, car, and car owner.
 - After a disqualification due to refusal; Driver, Car, nor car owner will be allowed access to The Charleston Speedway until after a written letter requesting re-admittance to The Charleston Speedway is received, reviewed and access granted.
 - Reinstatement will be on an case by case basis, with no guarantee for reinstatement.
 - All points and money will be forfeited for that night.
8. Any decision of tech personnel that are directly in accordance with rules established by The Charleston Speedway or DIRTcar Racing will be enforced and upheld.
 - Appeals to decisions made by tech officials will be allowed.
 - ALL appeals must be submitted in writing no less than 24hrs. after the completion of the event or notice of decision.
 - All appeals must be accompanied by a cashiers check, or cash in the amount of \$100.00 payable to The Charleston Speedway.
 - Appeal fees are non-refundable regardless of the outcome of the appeals process.
9. Any car deemed to have an illegal component or fails to pass pre-race or post race tech inspections for any reason will not be entitled to any type of refund or reimbursed for any fees paid, prior to the disqualification.



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4.5 Pre - Race Driver Requirements

1. All drivers are required to attend the drivers meeting.
2. It is the drivers responsibility to know, understand and follow all of the rules set forth by The Charleston Speedway, as well as the division specific rules over the division they compete in.
3. All drivers competing in classes sanctioned by DIRTcar are required to be a member of DIRTcar Racing a division of World Racing Group.
4. Memberships can be purchased in advance or at the race track on any day of racing or test & tune.
5. Drivers are required to check-in at driver's sign-in and enter their respective event prior to 5:45pm, which is when pill draw closes.
6. Transponders need to be picked up at the time of driver sign-in.
7. No driver will be allowed to qualify having missed pill draw.
8. No driver will be allowed to receive a qualifying time if the transponder was not properly mounted on the car.
9. Drivers not allowed to qualify due to missing pill draw, or failing to properly mount their transponder, will be lined up at the tail of the heat race as determined by race control.
10. In the event of an emergency or unforeseen circumstance, a driver may call the race track number to check-in for pill draw.
 - Phone calls are only allowed in unique circumstances, and NO phone call will be allowed after pill draw closes.
 - Phone calls are NOT guaranteed to be answered.
 - It is imperative that the driver be present and sign in before 5:45pm.
11. Drivers who can not make the 5:45pm sign-in deadline, BUT who's car is in the pit area prior to 5:45pm, may have a member of his/her crew enter him/her for that event.
12. ALL drivers are to ensure they have filed a W-9 form with the race track official at the Driver's sign-in booth.
 - No funds will be paid out, if a W-9 is not on file.
 - W-9 forms are available on our website, and at driver's sign-in.
 - Drivers are only required to file 1(one) W-9 form per season.
13. Transponders must be returned at the completion of the event.
 - Checks will not be issued to anyone failing to return a transponder, until the transponder has been returned.



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4.5 Pre - Race Driver Requirements (continued)

14. If the track crew deems it necessary, all cars may be required to “pack the track”.
 - Any car failing to do so, will forfeit their qualifying time and/or pill draw and will start on the tail of the heat race as determined by race control.

4.6 Race Procedures

1. A list of classes that will qualify on a given night, along with the class running order will be posted online as well as posted at the driver’s sign-in.
2. Classes scheduled to qualify on a given night, will qualify for that event.
 - The pill draw number given to these drivers will be used to dictate qualifying order.
3. In the rare situation where 2 or more cars tie in their qualifying effort by posting the exact same qualifying time:
 - The tie will be broken by the pill draw at sign-in.
 - The lowest number drawn at pill draw, of the tied cars, will show that car qualifying faster than the car with the higher pill drawn.
4. Classes not scheduled to qualify on a given night, will not qualify for that event.
 - The pill draw number given to these drivers will be used to dictate the heat race line up.
5. Heat race finishing positions will be used to line up main events.
 - If a lesser main is needed, all qualifying finishers of lesser mains will line up at the rear of the main feature race.
 - IF lesser mains are not needed, the heat race finishing order will be used to line up all cars for the main feature race.
6. Drivers are expected to be in their car, with all gear on, in the staging area outside of turn 4, properly lined up and ready to enter the track when their race is ready to go.
7. Drivers will be given notice of their race by a person on a 4-wheeler traveling the full length of the pits, calling the next class with a megaphone, siren, and division specific flag.



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4.6 Race Procedures (continued)

8. If a driver fails to be in line by the time his/her race enters the track, it will be at the sole discretion of race control whether or not to allow the driver to compete in the event.
 - If race control allows the driver to compete in that event, the driver will be required to start on the tail end of the field.
 - If the error is made by race control, the driver will not be penalized.
9. Heat races will be posted as soon as available after pill draw has closed for classes not qualifying, and after qualifying for classes that qualify.
 - ALL line-ups can be found very easily using the (FREE VERSION) of the My Race Pass app, on Charleston Speedway FB page, as well as the line-up board in the pits.
10. At any point, if any car/driver can not compete in the remaining events he/she is scheduled to compete in, he/she must make race control aware that they will be “scratching” from the rest of the event.
11. In the case where a car has scratched or is not on the track at the proper time to race, the cars in the event will be adjusted to fill the voided spot(s).
 - If a race with missing cars is still in the line-up area, cars will fill the void or voids by criss crossing cars in the line-up.
 - If the cars are on the track, cars will fill the void or voids by simply moving forward where a void exists.
12. For INITIAL Side-By-Side Starts:
 - ALL cars need to be properly in line, nose to tail and side by side on the backstretch and remain until the race starts.
 - The caution light will be turned off as the lead cars are in turn 1 or 2 or on the backstretch.
 - Two devices near the exit of turn 4 indicate “THE START ZONE”.
 - So long as the front row is even at the start zone, the pole sitter (P1 starter) can start the race anywhere INSIDE the start zone.
 - P1 pole sitter may not start before the start zone.
 - If the P1 pole sitter fails to start the race inside the start zone, the head flagman will start the race as the cars exit the start zone.



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4.6 Race Procedures (continued)

12. For INITIAL Side-By-Side Starts (continued):

- When the race starts, the green flag will be waved, green light turned on and passing can begin at this time.
- Passing before the start, jumping the start, or general lack of being properly inline will result in a one row penalty.
- If the caution flag is displayed before completing the first lap, cars will be lined up double file according to race control for 1 more attempt at a double file start.
- Failing to complete 1 lap after the 2nd attempt, the head flagman will direct the cars into a single file (restart type) line up configuration.
- Race control will dictate the line up order over the Raceceiver.
- There will only be 2 attempts at an Initial, double file start before cars are forced into a single file restart line-up for the initial start of the race.
- In this type of instance, the leader is still required to start the race in the Start Zone.
- No passing will be permitted until the green flag is displayed and the green light is on.
- If 1 car stops and causes a caution on the first lap of a race, that car will be placed at the tail, and a double file restart will be attempted.
- If 2 or more cars stop together and cause a caution on the first lap of a race, all cars involved in the caution will return to their original starting positions and a double file start will be attempted.

13. For Single File, Nose-To-Tail Restarts:

- All cars must be nose to tail down the back stretch as they enter turn three
- At any point after the lead car has passed the blue cones in the fence as he/she enters turn 3, the LEADER can accelerate and will start the race.
- Once the leader fires, the green flag will be waved and the green light turned on.
- Passing is allowed as soon as the leader accelerates and green flag is waived.



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4.6 Race Procedures (continued)

13. For Single File, Nose-To-Tail Restarts (continued):
 - If a car is observed to “jump” by passing or partially passing a car before the leader accelerates, at the next caution or end of the race (whichever comes first), the offender will be penalized 2 positions.
 - Any driver who “jumps a start” and passes numerous cars at the same time, may incur a stiffer than 2 car penalty. This will be at the discretion of race control.
14. Any car that causes the yellow flag to be displayed, at any time, for any reason, will be placed at the tail of the lead lap cars, unless the offender was not on the lead lap at the time of the caution.
 - Non offending cars will be lined up according to the last completed lap.
15. Any car that stops on the track, spins out, or loses debris off his/her car significant enough to cause the yellow flag to be displayed, will be sent to the tail of the lead lap cars, unless the offender was not on the lead lap at the time of the caution.
16. A stopped car that causes the caution to be displayed will be sent to the tail of the lead lap.
 - All cars that stopped and were a part of the caution will be sent to the tail.
 - All cars involved in the caution in any way will be sent to the tail.
 - The car charged with the caution will always be placed the furthest back of all cars going to the tail for the caution.
 - Any car recklessly driving through a caution scene, over or through any cars involved in a caution, in an attempt to NOT stop and be a part of the caution; those cars will be sent to their trailer.
 - Any car stopping on the track in a completely controlled fashion in an effort to avoid a collision, that does not become a part of the stopped cars, will be given their spot back in the line-up.
17. Any car causing the caution flag to be displayed twice in the same race will be asked to exit the race track and return to the pit area.



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4.6 Race Procedures (continued)

18. Any driver who refuses to exit the track and return to the pit area after being directed to do so by race control, will be disqualified and face possible suspension from the track for future events.
19. The start line is located at the exit of turn four.
20. The finish line is located at the head flagman stand.
 - Cars will be scored by the electronic timing and scoring transponder system at the flag stand.
 - Last lap, with an extremely close race finish, the finish will be determined visually by scorers in the scoring tower, the head flagman, as well as the use of electronic timing & scoring to determine who crossed at the finish line first.
21. Completed Lap:
 - A lap will be determined to have been completed once the leader and 2 more cars have crossed the finish line on every lap EXCEPT the first lap and the last lap.
22. FIRST LAP:
 - The first lap will be determined to have been completed when ALL cars have crossed the finish line.
 - A caution flag before ALL cars have crossed the finish line on the first lap will cause a complete restart in accordance with INITIAL Side-By-Side Starts procedure.
 - EXCEPT in instances where all cars cross the line except for 1 lone car causing the caution.
 - In cases where only 1 car fails to cross the finish line, and the caution is displayed, race control may deem the lap complete.
 - If race control deems the lap complete, a single file line-up and restart will occur.
 - If race control deems the lap incomplete, another attempt at a double file start will occur.



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4.6 Race Procedures (continued)

23. LAST LAP:

- The last lap will be completed and the race considered over, as soon as the leader or leaders see the waving checkered flag, and a lead car crosses the finish line.
 - All cars finish position will be scored in the way they cross the finish line.
 - WE RACE TO THE FINISH LINE!
 - Any car or cars that are unable to cross the finish line will be scored behind those crossing the finish line.
24. When the caution flag is displayed for any reason, race control will set the line-up according to the running order of the last completed lap.
25. Laps completed under yellow flag conditions do not count.
26. Races will not end under caution conditions unless circumstances beyond race controls power cause it to end that way.
27. After the green flag has been displayed and the race is well underway, the head flagman will make every attempt to display 2 rolled up flags in a "crossed" pattern to indicate the race is half completed.
28. With 5 laps remaining in an event and the head flagman is able to, he will display his hand wide open as if to wave at the cars and thus indicate there are 5 laps left in the event.
29. When the leader is about to complete the last lap of a race, as the leader is exiting turn four, the head flagman will be waving the white flag.
30. Should the caution flag be displayed during the last lap of a race, at the time of the restart, the flagman will wave both the green and white flags simultaneous indicating green flag conditions as well as the last lap of the race.
31. During a race, if a slower car is being overtaken by the lead car(s), the head flagman will display the blue flag with a yellow or orange "stripe" in the middle of it, at the slower car. The slower car should immediately hold the line they have been using and allow the lead cars to pass without incident.



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4.6 Race Procedures (continued)

32. Lapped cars that are deemed reckless or not able to hold a smooth, even line; will be directed by race control, to park their car in the infield or exit the track.
33. If the caution flag is displayed, all cars must slow to a slow pace, and stay clear of any stopped cars.
 - Once personnel are attending to those stopped cars, drivers need to keep their cars under control and at a slow pace paying very close attention as to not cause issues with personnel on the track.
34. If the red flag is displayed, all cars must quickly and safely stop their car wherever they are on the race track.
35. Any driver involved in an accident must remain inside of their car until directed to exit their car by track officials unless there is an obvious emergent need to exit the car.
 - Failure to do so can result in disqualification of the race.
36. Any driver making intentional contact with another competitor under a caution or after a race, on or off the track, is subject to immediate penalties for the entire event.
 - This will be at the discretion of the race control.
37. Only Safety crew and track officials may pull out sheet metal.
 - Turn 4 is the designated area for safety concerns.
 - Once the track is clear and the line-up set, driver will have no more than 2 laps for track officials to address safety concerns.
 - Once 2 laps have expired, driver must enter the infield or exit the track.
 - Any other repairs can not be addressed or remedied.
38. Once a car leaves the track and enters the pit area, they will not be allowed to re-enter the race.
39. Once the checkered flag is displayed, all drivers are to safely and quickly slow to a safe speed and watch for track or safety crew that might be on the race track.
40. Any driver leaving his/her disabled car on the track will find their disabled car sitting in the infield.
 - Drivers are to stay with their disabled cars at all times, assisting the track crew in getting their car to their pit stall for them.



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4.6 Race Procedures (continued)

41. Drivers are not allowed onto the race track for any reason unless directed to do so by an official.
42. NO crew member or family member is allowed on the track unless directed to do so by track officials.
 - Any person entering the track without direction of track officials, will cause their driver and car to be disqualified from the event.
43. While on the race track, drivers must remain aware of fellow competitors; all of the 4 indicator lights located in turns 1, 2, 3, & 4; the head flagman; any infield flagmen; race officials; as well as any direction given over the Raceceiver system from race control.
44. At the completion of the race, cars that are directed to report to the infield by race control, must do so for post race inspection.
 - Failure to report will result in automatic disqualification from that race.
45. In the event of an emergency related to races or a rain delay and without prior announcement, the race procedures may be changed by the race director.

4.7 Race Distance

1. Qualifying distance and procedure will be announced in the drivers meeting.
2. All races will be completed by the number of laps assigned or 1 minute per lap allotment, whichever happens first. **SEE RULE #4 for time limit procedure.**
3. A-Main events will run the following laps for regular, weekly events:
 - a) 20 laps for DIRTcar Modified
 - b) 15 laps for DIRTcar Pro Modified, DIRTcar Street Stock, DIRTcar Pro Late Model, and Charleston/DIRTcar Factory Stock
 - c) 12 laps for Charleston/DIRTcar Hornets



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4.7 Race Distance (continued)

4. TIME LIMIT PROCEDURE.

- 1) ALL races will be given a 1 minute per lap allotment.
- 2) Once the race begins with the waving of the green flag, the clock will start.
- 3) The clock will stop for the duration of the FIRST yellow flag condition of that race.
- 4) Once the green flag is displayed the second time, the clock will start again and will not stop or pause until the race is completed.
- 5) Should the time limit set for that race be met before the posted laps are completed, just as soon as the time limit is reached, the white flag will be waved.
- 6) If all cars remain under power and complete the next lap, that will end the race with the leader seeing the checkered flag and crossing the finish line first at the flag stand.
- 7) If the caution flag must be displayed after the leader passes the white flag, and before the leader sees the checkered flag, the race will end when the leader sees the caution flag and thus the race will end under caution.
- 8) The finishing order of a race ending under caution will revert back to the last completed lap, with cars involved in the caution being scored at the tail of the field.
- 9) The finishing order of a race ending with the leader seeing the checkered flag will end as normal with the finish order being determined in the way cars cross the finish line.
- 10) Race control shall have the final say when determining race finish based on time limits.

Every effort to race to the prescribed distance will be made once the race has started. If circumstances beyond race controls power should take place, events may be forced to end sooner than the advertised or posted distance.



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4.8 Hot Pit Procedures

1. At specific races or events, a Hot Pit Area may be authorized.
2. The Hot Pit area will be an area in the center of the infield.
3. Each team will be allowed 2 and ONLY 2 crew members in the Hot Pit Area.
4. If the total number of crew members in the infield equals more than 2x the number of cars scheduled for that event; ALL crew members will be ordered off the race track and there will be NO Hot Pit.
5. Teams are expected to "police" this issue among themselves.
6. Fuel will not be allowed in the Hot Pit, unless previously approved by the race director.
7. All crew members are required to remain in the designated Hot Pit area.
8. Any crew members not following the rules of the Hot Pit area will be removed and not allowed to be a part of the Hot Pit.
9. The Hot Pit area will be explained in detail at the drivers meeting.

4.9 Alternate Starter

1. In the event of a B-Feature, the first car finishing the B-Feature, that does not qualify for the A-Feature, will be the Alternate Starter of the A-Feature.
2. If the Alternate Starter is NOT in the staging lane at the time the A-Feature cars enter the race track, the Alternate Starter will not be allowed to compete.
3. Once the A-Feature cars complete 1 parade lap, the Alternate Starter will not be used.

4.10 Car Switching / Back-up car Policy

1. If a driver and car combination that enters an event, changes for any reason during any portion of the event, neither the car nor the driver will be able to compete any further in the event.
2. Back-up cars are not allowed.
3. Any driver entering a race he/she has not qualified for will forfeit any points and money for the event.



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4.10 Car Switching / Back-up car Policy (continued)

4. Driver/Car switching is not allowed.
5. Failure to comply will result in immediate disqualification, loss of all points and moneys that should have been paid to the driver or the car for that event.

4.11 Year-end Season Points Tie-Breaker Policy

1. If one or more drivers tie in Championship Season Track Points, as determined using the My Race Pass Program; at the end of the final night of the regular season points, the tie will be broken in the following manner:
 - 1) The drivers in the tie will be ranked in the order of most Feature wins to least feature wins.
 - 2) Should the drivers tie in points and Feature wins, the drivers will be ranked in the order of the most 2nd place Feature race finishes to least 2nd place Feature race finishes.
 - 3) Should any drivers tie in points, Feature Wins and 2nd place Feature race finishes, we will continue by reviewing and ranking drivers according to 3rd, 4th, 5th, 6th, etc. Feature race finishing positions, until the tie can successfully be broken with the driver with the highest number of highest Feature finishes being determined the winner or ranked higher than another driver that is involved in the tie.
 - 4) This ranking procedure will be followed for ALL Year-end Season Points Ties that may happen, regardless if the tie is for 1st, 2nd, 3rd, etc. All Year-end Season Points Ties will be broken in the above outlined fashion.

These rules are subject to changes and/or amendments as deemed necessary by track ownership.

Please attend EVERY drivers meeting for any changes and to receive the latest, most up to date rules, should there have been any recent changes.

END OF 2025 GENERAL TRACK RULES
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