

Charleston Speedway General Rules

These rules apply to ALL Classes.

Adopted by The Charleston Speedway April, 2021.

- A. General Safety Rules:
- B. Inspection Procedures:
- C. Pre - Race Driver Requirements:
- D. Race Procedures:
- E. Race Distance:

A. General Safety Rules:

1. A properly working Race-ceiver for 1-way communication from the scoring tower/race control to the driver during any on-track activity, is required to be worn during any on track activities.
2. All cars must have a MINIMUM 5-Point racing harness. Harness MUST be worn at all times during any on track activities, MUST be properly mounted, MUST be within 1 year of the expiration date and MUST be 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.
3. All drivers will be required to wear a fire-resistant driving uniform at all times during any on track activities 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.
4. All drivers must wear gloves at all times during any on track activities, that meet or exceed SFI 3.3 specifications and have a legible, valid SFI 3.3 label.
5. All drivers must wear racing shoes at all times during any on track activities that meet the minimum of SFI 3.3 specifications and display a valid SFI 3.3 label.

6. All drivers must wear a full-face helmet at all times during any on track activities, helmet must have 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.
7. Unless otherwise stated in Dirtcar's "Class Specific Rules", an Aluminum racing and/or Carbon Fiber-type composite racing seats will be required. Carbon fiber seats must meet the SFI 39.2 ratings. Aluminum seats with an FIA and or SFI 39.2 rating are recommended. 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.
8. A square mesh or web style window net measuring 16" X 20" is required where a FULL CONTAINMENT seat is NOT being used.
9. 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 lower than the cage and will be observed with the driver properly seated, belted, with his/her helmet on.
10. A properly functional, charged, readily accessible fire extinguisher is required in EVERY pit stall.
11. All weights/ballast attached to the race car, must be completely painted white AND have the car number firmly attached to the weight. All weight/ballast must be secured to the car in such a fashion as to not easily become disconnected to the car during racing activities.
12. ALL drive shafts must be completely painted white.
13. ALL cars must have tow chains, cables, or suitable bar for towing that is easily accessible, on BOTH the front and rear of the car.

14. All cars must display its car number with a minimum 6" number on the rear of the car in a contrasting color and easily legible by track officials and other competitors.
15. 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 at The Charleston Speedway FOR ANY REASON. You and your entire team will be escorted off the property if found to be applying anything wet(besides water) to your tires. #soapisdope

B. Inspection Procedures:

1. At certain events, there may be a pre-race inspection lane. This lane will be set up on the East side of the pit area, on the pit side of turns 1 & 2.
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 be disqualified for that event.
4. Passing pre-race tech inspection does not mean/imply that every facet of the race car is legal. Pre-race tech lanes are only designed to tech a few items on every car. It is the responsibility of EVERY individual competitor to ensure his/her car is legal according to ALL of the rules that might be enforced.
5. Post race tech inspections will be performed at random. All cars directed to post race inspection that fail to pass or attend, will be disqualified from that event and forfeit all points and earning for that event.
6. Race Car, Drivers Safety Equipment, and as well as the entire pit area are subject to inspection at any time by any approved tech person(s) who is/are 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, prize money or etc. 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. All appeals must be accompanied by a cashiers check, or cash in the amount of \$300.00 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 and/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.

C. Pre-Race Driver Requirements:

1. All drivers competing in classes sanctioned by DIRTcar will be required to be a member of DIRTcar Racing. Memberships can be purchased at the race track, on any day of racing. If a driver can not afford the full fee for the DIRTcar Membership, a temporary license may be available for \$25 for the first visit, with the remaining DIRTcar racing Membership fee due in full at the drivers next visit.

2. Drivers are required to check-in at the pill draw prior to pill draw closing. Any driver failing to do so, will start at the tail end of a heat race as determined by the race director. No driver will be allowed to qualify having missed pill draw. Drivers not allowed to qualify due to missing pill draw, will be lined up at the tail of the heat race as determined by the scoring tower/race control.
3. 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.
4. ALL drivers are to ensure they have filed a W-9 form with the race track. No funds will be paid out, if no W-9 is filed. W-9 forms are to be turned in at pill draw.
5. W-9 forms are available on our website, and a few copies might be kept at the sign in.
6. Drivers are only required to file 1 (one) W-9 form per season.

D. Race Procedures

1. Classes with 16 or more cars, will qualify for that event. The pill draw number given to each driver will be used to dictate qualifying order.
2. Classes with 15 or fewer cars will not qualify. The pill draw number given to each driver will be used to dictate the heat race line up.
3. 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.
4. Running order of classes will be a revolving list and will be posted at the pill draw every night. As well as on the line-up boards.

5. Drivers are expected to be in their car, with all gear on and ready to enter the track when their race is ready to go.
6. Drivers will be given notice their race is coming very soon. 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.
7. Heat races will be posted as soon as available after pill draw has closed for classes not qualifying, and after qualifying for classes that are qualifying.
8. After any race line-ups are posted, any car/driver who can not compete in that event will need to make race control aware they will be "scratching" from that event.
9. In the case where a car has scratched, the remaining cars in the event will be adjusted to fill the voided spot(s). The cars in the line of any voided spot(s), that are behind the voided spot(s), will simply move straight forward to fill in the void(s).
10. All races will begin at the command of the head flagman. The head flagman will turn off the caution light while the lead car(s) are on the backstretch.
11. For initial side-by-side starts, ALL cars need to be properly in line, nose to tail/side by side exiting turn four to see the flagman wave the green flag.
12. On restarts, cars need to be nose to tail entering turn three; at any point after the lead car is in the middle of turn 3 & 4, the leader can accelerate and thus start the race. The green flag will be waved. Passing is allowed as soon as the leader accelerates.
13. In both initial start and restarts, car must remain properly in line until the race starts;

Side-by-side/nose-to-tail for initial starts.

Nose-to-tail for restarts.

14. So long as cars are properly positioned, in line, and meet the approval of the head flagman, the race will start. If the flagman observes a car(s) not in-line, properly positioned, the yellow light will be turned on and the yellow flag will be displayed. The offending cars will be placed to the tail of the field and the process will be attempted again. This process will continue until a successful start has been achieved. This applies to the initial start, as well as restarts.
15. INITIAL, DOUBLE FILE STARTS. If the caution flag is displayed before completing 1 lap, cars will be lined up double file for 1 more attempt at a double file start. After failing to complete 1 lap the 2nd attempt, the head flagman will direct the cars into a single file(restart) line up configuration. Race control will dictate the line up order over the race-ceiver. There will only be 2 attempts at a double file start before cars are forced into a single file restart line-up for the initial start of the race.
16. Any car that causes the yellow flag to be displayed, at any time, for any reason, will be placed at the tail of the field. Non offending cars will be lined up according to the last completed lap.
17. 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 field.
18. A stopped car that causes the caution to be displayed; If it is determined by race control that the stopped car is a direct result of another car/drivers actions, both cars will be sent to the tail, with the offending car placed behind the offended car.
19. If a car is spinning out of control and the driver accelerates causing his/her car to complete a 360* spin, in hopes of avoiding a caution, the caution flag will be displayed and he/she will be sent to the tail of the field.
20. 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.

21. 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.
22. The start line is located at the exit of turn four.
23. The finish line is located in front of the head flagman stand where the scoring loop is buried.
24. Completed Lap: A lap will be determined to have been completed once the leader and 3 more cars have crossed the finish line on every lap EXCEPT the first lap and the last lap.
25. 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 with car(s) causing the caution flag to be displayed, lined up at the rear of the field.
26. LAST LAP: The last lap will be completed and the race considered over, as soon as the leader(s) see(s) the waving checkered flag, and crosses the finish line. All cars finish position will be scored in they way they cross the finish line. WE RACE TO THE FINISH LINE! Any car(s) unable to cross the finish line will be scored behind those crossing the finish line.
27. When the caution flag is displayed for any reason, race control will revert back to the last completed lap, and the line up will be set according to the last lap completed.
28. Every effort will be made to ensure that all races end with the leader seeing a waving checkered flag and crossing the finish line. Races will not end with the caution flag being displayed unless circumstances beyond race controls powers cause it to be.
29. 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.
30. 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.

31. 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.
32. 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 simultaneously indicating green flag conditions as well as the last lap of the race.
33. 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 "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 them without incident.
34. Lapped cars that are deemed reckless and 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.
35. 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.
36. If the red flag is displayed, all cars must quickly and safely stop their car wherever they are on the race track.
37. Any driver involved in an accident must remain inside of their car until directed by track officials.
38. 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.
39. Drivers are not allowed onto the race track for any reason unless directed to do so by an official.
40. 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, may cause their car to be disqualified from the event.

41. While on the race track, drivers must remain aware of fellow competitors; any 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 race-ceiver system from race control.
42. 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.

E. Race Distance

1. Qualifying distance/procedure will be announced in the drivers meeting.
2. Heat races will be 8 laps.
3. Heat race completion will be determined by laps completed or time limit, whichever happens first. Heat races will be given a 10 minute maximum time limit to be completed. SEE RULE #9 for procedure on time limits.
4. C, D and E-Main races will be 12 laps.
5. C, D and E Main races completion will be determined by laps completed or time limit, whichever happens first. C, D, or E-main races will be given 15 minutes maximum time limit to be completed. SEE RULE #9 for procedure on time limits.
6. B Main races will be 15 laps.
7. B Main races completion will be determined by laps completed or time limit, whichever happens first. B-Main races will be given 20 minutes maximum time limit to be completed. See RULE #9 for procedures on time limits.
8. A-Main events will be 20 laps, and every effort to go the prescribed distance will be made to end the race at 20 laps being completed. If circumstances beyond race controls power should take place, A-Main events may be forced to end sooner than the advertised/posted distance.

9. TIME LIMIT PROCEDURE.

For races outlined as having a TIME LIMIT(Heats, B, C, D, E-Mains). This is the procedure used for following the time limit rule. Once the time limited race begins with the waving green flag, the clock will start and will not stop or pause until the race is completed. Should the time limit set for that race be met before the posted laps are completed, as soon as the time limit is reached, the white flag will be waved. If all cars remain under power and complete the next lap, that will end the race with the leader/winner seeing the checkered flag. 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 end under caution. 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. 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.

These rules are subject to changes/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.