



# ***2026 Charleston Speedway***

## **Kid Modified Rules**

**TO ALL COMPETITORS/PARTICIPANTS**

**\*\*\*\*The spirit and intent of this set of rules governing The DIRTcar Kid Modified division at The Charleston Speedway, is to facilitate the introduction to motorsports to young drivers interested in learning more about, and competing in DIRTcar Racing on a Local, Regional and National level. \*\*\*\***

- The rules and/or regulations set forth herein provide for the orderly conduct & governance of racing events as well as establish minimum acceptable requirements of such events.
- All participants entering any Kid Modified event, are deemed to have agreed to comply with these rules.
- No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations.
- Rules 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.
- Charleston Speedway Officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements.
- No expressed or implied warranty of safety shall result from such alteration of specifications.
- Charleston Speedway reserves the right to update, modify, and/or delete rules at any time deemed necessary to ensure safety, fair competition or any other reason that may be necessary and appropriate.
- Cars, parts and or equipment will not be considered as having been approved by having passed through inspection at any time or number of times unobserved or undetected.
- Any interpretation or deviation of these rules is left to Charleston Speedway Officials.
- Any decision of and by Charleston Speedway Officials is final.
- Unsportsmanlike conduct will carry a minimum \$100.00 fine and/or suspension. Discussions with officials will be allowed, but must be conducted in a professional manor.
- All Kid Modified competitors, crew members and teams are expected to comply with the **GENERAL RULES of the Charleston Speedway.**



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## **Kid Modified Rules**

### **1.0 – Driver Requirements/Limitations**

- A. Drivers are typically between 8 and 16 years old.
- B. Driver must have approval from DIRTcar Racing before competing at The Charleston Speedway.
- C. Driver must have secured a DIRTcar membership and be able to provide proof of such at sign-in.
- D. Any and All awards, prize money or contingencies will not be awarded to the driver, but will instead be awarded to the car owner who must be over 18 years of age. Car owner is required to file a W9 with Speedway officials at the driver sign-in.
- E. Any driver having competed in a division that utilizes a V-8 engine, will no longer be eligible to compete in the DIRTcar Kid Modified division at The Charleston Speedway. This division is considered a beginner division as well as a fun division for young drivers beginning their career, and we will make every effort to keep it that way.

### **1.1 - Car/Chassis/Body**

- A. This division utilizes the traditional DIRTcar Modified chassis. Teams are encouraged to purchased used chassis as opposed to new chassis. Doing so will help keep this division affordable and competitive for everyone.
- B. All tubular clip cars must be designed using all and include all lower A-frame mounting points of the stock clip. Must consist of 1 $\frac{3}{4}$ " round tubing of .095" or .083" DOM.
- C. Tube frame cars must have coil over springs, 2 $\frac{1}{2}$ " O.D.
- D. Tube frame cars must run rack & pinion steering only.
- E. Stock OEM stub cars, stock side rails must be in stock location and may be cut off 6" in front of rear axle. Lower A-arms must mount in stock location.
- F. Stock OEM stub car may run tubular lower control arms but must remain stock length and in stock location, however, OEM type lower control arms are HIGHLY recommended.
- G. Stock OEM stub or DIRTcar approved aftermarket stock stubs ONLY.



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### **1.1 – Car/Chassis/Body (continued)**

- H. NO RIGHT SIDE RAISED RAIL CARS.
- I. All cars must have a suitable steel roll cage in driver's compartment including headrest. Roll cage must be welded to the frame and extend above the driver's helmet.
- J. Roll cage must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Roll cage must be securely supported and braced.
- K. DRIVER'S HELMET MUST NOT PROTRUDE ABOVE THE ROLL CAGE.
- L. Roll cage must be mounted in a minimum of 6 different places.
- M. Roll cage must consist of continuous hoops of no less than 1½" O.D. and have a wall thickness of .083" or .095" DOM.
- N. Must have a minimum of 3 "windshield" bars in front of the driver, with a minimum diameter of .320".
- O. Protection of feet is mandatory. A bar across the back of the engine with vertical bars and rub rails or similar protection is sufficient.
- P. The door bars must be welded to the roll cage. They must have a wall thickness of .095" or more and be at least 1½" O.D. Minimum of 3 door bars are required on the driver-side.
- Q. There must be a steel, 18 gauge door plate welded to driver-side door bars.
- R. Side roll bars are mandatory and must extend into the door panels. They can either be welded or bolted to the front and back of roll cage. NO SHARP EDGES. ALL OPEN ENDS MUST BE CAPPED.
- S. Side roll bars must be minimum 1¼" O.D. tubing with minimum .095" wall thickness.
- T. Front and Rear bumper must be mounted to ends of the frame with the bottom loop parallel to the ground. Minimum 1" tubing is required, or flat stock and rear supports must protect the fuel cell. Center of bumpers must have 18" of ground clearance with a 2" tolerance.
- U. Rear bumper must be a continuous loop and be welded or bolted together.
- V. Rear door bars are optional but HIGHLY recommended.



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### **1.1 – Car/Chassis/Body (continued)**

- W. No Brace bars forward of cage may be higher than the hood height.
- X. No rear push-bars to extend beyond 6” of the rear quarter panel.
- Y. ALL SIDE BARS AND BUMPERS MUST HAVE CAPPED ENDS.
- Z. MINIMUM Wheel Base is 108” MAXIMUM Wheel Base is 112”.

### **2.1 - Steering**

- A. Stock stub cars must run OEM steering box.
- B. 6-to-1 or 8-1 stock type steering boxes are not allowed.
- C. All steering components must mount in stock location on chassis and in stock location on center link and spindles.
- D. Stock tie rod ends may be replaced with minimum 5/8” steel tube and steel rod ends.
- E. Stock spindles only, NO 3-piece or aftermarket spindles.
- F. Springs must mount in stock location.
- G. Upper control arms may be tube type, steel only, cross shaft may be aluminum.

### **3.1 - Shocks**

- A. Schrader valve shocks are not allowed.
- B. Adjustable shocks are not allowed.
- C. Shocks must completely collapse when removed from the car.
- D. No internal bump stops allowed.

### **4.1 - Drive Train**

- A. Stock manual, automatic, or “Bert Style” transmissions only.
- B. The ONLY approved after market transmissions are:
  - 1. BERT part # LMZ
  - 2. BRINN part # 70001
  - 3. FALCON/WINTERS part # 60100
- C. No roller slide, ball spline type transmissions.
- D. No BERT GEN 2 transmissions.
- E. No BRINN PREDATOR transmissions.



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### **4.1 - Drive Train(continued)**

- F. No quick change transmissions.
- G. Transmission must be bolted to the engine.
- H. If using a clutch style transmission, must be equipped with an explosion proof steel bell housing, or a constructed shield of at least ½" x 6" steel covering the clutch area, 360 degrees and securely fastened, or use of an NHRA blanket.
- I. All cars must have forward & reverse gears and be able to shift to forward and reverse with the engine running.
- J. NO direct drives allowed.
- K. Steel or carbon fiber drive shaft ONLY.
- L. Drive shaft must be painted white or silver with car number on it.
- M. A 1" round .120" wall steel drive shaft loop is mandatory.
- N. A drive shaft tunnel at least .060" aluminum or 18 gauge steel, the complete length of the drivers leg area, is mandatory.

### **5.1 – Fuel System and Fuel Cell**

- A. All cars must run a minimum 12 gallon fuel cell.
- B. Fuel cell must be completely enclosed in an 18 gauge steel container.
- C. All fuel cells must have a minimum of 2" X 1/8" strap steel surrounding them.
- D. Pump gas, E-85 or racing gas only. NO alcohol, oxygenated or any exotic fuel allowed. Upper cylinder lube is OK to use.
- E. Fuel cell vents, including cap vent, must have a one way check valve. If fuel cell does not have an aircraft style positive seal filler neck/cap system, a flapper, spring, or ball type filler rollover valve is required.
- F. If fuel is leaking from the car for ANY reason during competition on the track, driver will be black flagged and sent to the pits. ZERO TOLERANCE.

### **6.1 – Brakes and Brake System**

- A. All cars must be equipped with a working brake system on all four wheels.
- B. All four wheels must lock up at ALL times.



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### **6.1 – Brakes and Brake System**

- C. Steel brake rotors ONLY. NO drilling, Lightening, or Altering the brake rotors is allowed.
- D. Front and Rear calipers are permitted.
- E. Rear brake rotor maximum weight 9.5lbs, minimum 7.4lbs.
- F. No scalloped, slotted, drilled, single disc rotors will be allowed.
- G. Stock OEM steel calipers ONLY. Maximum weight on calipers is 6.825lbs. Minimum weight 5.340lbs.
- H. Steel caliper bolts ONLY.
- I. No aluminum or carbon fiber brake parts or components allowed.
- J. Caliper brackets must be steel, Maximum thickness 1/4"(.250")
- K. No floating of rear brakes.

### **7.1 – Weight and Lead Ballast**

- A. All cars must weigh according to the engine choice, with the driver in the car, at the completion of the race:
  - 1. FORD 2300 Engine – 2100pounds
  - 2. GM 4.3 V6 Engine – 2175pounds
- B. All added weight must be painted white with car number on it.
- C. All added weight must be securely mounted to the car with a minimum of (2) 1/2" bolts going through each piece of weight.
- D. No added weight can be mounted to rear bumper, or outside of car, inside cockpit or anywhere on rear end including axle tubes.
- E. Track scales are the OFFICIAL scales of The Charleston Speedway.
- F. Any driver not reporting to the scales after being directed to, will be disqualified.

### **8.1 – Electronic Devices and Traction Control**

- A. No traction control devices of ANY type are allowed.
- B. No electronic communication between driver and crew is allowed.



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### **9.1 – Rear Suspension and Drive Train**

- A. Quick change or 9” rear ends are allowed. NO live axle or independent suspension rear ends will be allowed.
- B. Rear suspension MUST be of a 3-link design or leaf spring ONLY.
- C. Rubber or solid style pull bar only. Spring type pull bars are not allowed.
- D. Rear 3-link mounts must be welded or bolted to rear axle tube. No float design will be allowed.
- E. 3-link mounts cannot be made of any material over ½” thick.
- F. Double shear mounts cannot be made of any material over 3/8” thick.
- G. Any Pan hard bar design is allowed.
- H. All rear suspension parts must be made of steel.
- I. All rear springs must mount in same location. Both on top, behind, or in front of axle tube. All springs must be tethered to the car.
- J. Quick changes axle tubes must be made of steel. Both axle tubes must have the same size inside diameter. NO heavy left side axle tubes.
- K. Quick change axle tube maximum wall thickness is .225”
- L. No exotic metal axle tubes will be allowed.

### **10.1 – Tires & Wheels**

- A. Hoosier M-30S, A-40S, and A40 compounds ONLY.
- B. Only 8” wide steel racing wheel are allowed.
- C. Grooving and siping is allowed.
- D. Re-caps are NOT allowed.
- E. Defacing or altering the manufacturer’s identification marking on any tire is not allowed.
- F. No tire softening, conditioning, or chemical treatments of any kind will be allowed.
- G. Mud covers/plugs are allowed on all four wheel locations.
- H. ALL wheel covers must bolt to bead lock or to mounting ring utilizing a minimum ¼” diameter bolts.
- I. Bead locks wheels are only allowed on the right side.



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### **10.1 – Tires & Wheels(continued)**

- J. Wheels must be of conventional one piece steel and must be mounted with steel lug nuts. No plastic, carbon fiber, aluminum or other exotic wheel materials will be allowed.
- K. Wheels must have a minimum of 5 steel lug nuts per wheel.
- L. Maximum over all car width (front and rear) must not exceed 78” from outside of tread to outside of tread.
- M. Maximum 1” wheel spacer between hub and wheel is allowed.
- N. Only aluminum wheel spacers will be allowed, but tread width must remain under 78”.

### **11.1 – Roof and Supports**

- A. All roofs must meet DIRTcar rules for DIRTcar Modified as outlined in the rules on DIRTcar website.

### **12.1 – Interior and Driver compartment**

- A. All cars must have a 11 ½” minimum vertical opening.
- B. The entire interior must have 11” of clearance from deck to roof for easy exiting.
- C. No adjustments of any type are allowed in the cockpit, except for brake bias adjuster.
- D. Mirrors are not allowed.
- E. Driver’s compartment must be sealed from engine and race track.
- F. Brake bias adjuster will be allowed in the cockpit.

### **13.1 – Bodies**

- A. Bodies must meet DIRTcar rules for DIRTcar Modified as outlined in the rules on DIRTcar website.
- B. Engine compartment must remain open on both sides. No side panels will be allowed.
- C. Hood sides may have a maximum of 5” drop.
- D. No side fins or lips along the entire length of the car or any panel will be permitted.



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### **13.1 – Bodies(continued)**

- E. Deck must be level from side to side.
- F. No drop deck interiors allowed.
- G. Minimum height to top of roof is 4” and maximum height is 52”
- H. Minimum height to top of deck is 28” and a maximum of 38”.
- I. There must be 2” of tire clearance from the body.
- J. Doors and quarters should be a minimum of 22”.
- K. 4” of ground clearance is required.
- L. From center of hub to rear top of deck minimum of 34” and maximum 45”.
- M. Maximum body width is 72” at the widest point with a minimum of 53”
- N. Bottom of doors may not exceed length of 68” maximum.
- O. Rear of the door may flare out 6” for tire clearance, left side only. Bottom of flare must be curved and not pointed.
- P. Roof width must be minimum of 42” and a maximum of 50”.
- Q. Roof length is a maximum of 56” and a minimum of 41”.
- R. 4” maximum height on rear vertical post.
- S. Nose piece no longer than frame horns and no further back than the radiator.
- T. Spoiler:
  - Ford 2300 Engine – Spoiler must be a maximum of 5” tall with a maximum of 3 supports.
  - GM 4.3 V6 Engine – Spoiler must be a maximum of 4” tall with a maximum of 3 supports.
- U. All cars must have a car number on both sides of the car and the roof.
- V. Numbers must be in a contrast color of the main color of the car, and easy to be seen from the scoring tower.
- W. 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.



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## **Kid Modified Rules**

### **14.1 – Engine**

- A. The MOST important principles that should govern ALL engines, components and alterations are the following:
- 1: Engines need to be equal and fair across the board.
  - 2: Everyone should exhaust all efforts to keep costs as LOW as possible.
  - 3: Do not create reliability issues that cause engine failures and ultimately drive costs UP!
  - 4: We will continue to use the “Do-It-Yourself”, “Home” builder approach to engines. Help KEEP this policy in place by NOT going crazy on engines!
  - 5: We will all continue to work together to keep the “playing field” level and even. If we create huge engine costs, that provides a barrier for potentially new drivers and teams to enter the sport.
  - 6: There are certain add on or bolt on parts that will help longevity without affecting overall HP or torque, these parts are encouraged to be used(better oil pumps, belts, etc.)
- B. **Ford 2300 OHC engine.**
- 1: Engine must have a maximum of 210psi of compression, after 5 revolutions.
  - 2: Compression must be within 10-15% of the maximum on all cylinders.
  - 3: Over 210psi compression will result in disqualification.
  - 4: The only cylinder head allowed is the OEM FORD production head.
  - 5: No aftermarket heads will be allowed.
  - 6: Valve springs can be upgraded to a higher than OEM quality spring, but must remain OEM type in design.
  - 7: Valve Spring Retainers and Keepers must be steel, no aluminum, titanium or other exotic metals allowed.
  - 8: Cylinder head milling is recommended, but must not cause engine to exceed 210psi of compression.
  - 9: FORD OEM valve sizes are required. Aftermarket valves are ok, so long as they are not lightweight. Intake valve size 1.739” Exhaust valve size 1.502”.



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## **Kid Modified Rules**

### **14.1 – Engine(continued)**

#### **B. Ford 2300 OHC engine--(continued)--**

- 10: Competition valve job on the head and 2 angle grinding on the valves is legal.
- 11: No porting or polishing of the head, just seat angles.
- 12: Flat Tappet camshaft as is a spec cam as supplied from KidMods
- 13: Cam MUST have "KM1" designation on it from the manufacturer and meet the constraints listed below.
- 14: Cam Stampings listed below are required:
  - In the FIRST section a "CWC" or "EI"-
  - No stamping in the MIDDLE section -
  - In the REAR section a "CI", "DI", or "1229" as well as "KML"
  - Flat tappet comp cams model 70-131-6
  - Crane aftermarket roller cam part # "199501" used with factory OEM or aftermarket roller followers, similar to Melling MR922 and adhere to the specs below.
- 15: A short block will consist of a factory OEM crankshaft and may be reground(stock stroke maintained), rods factory OEM may be reconditioned(stock length maintained).
- 16: Upgraded connecting rod bolts are recommended.
- 17: Rod and Main bearings may be aftermarket maintaining OEM specs
- 18: Pistons OEM type aftermarket are ok, but must be a flat top cast and not forged.
- 19: Rings may be oversized to match the piston.
- 20: Block may be any year OEM, CAST IRON ONLY.
  - No grinding, milling or lightening of the block is allowed.
  - Boring and decking of block is ok, as long as the pistons do NOT rise above the blocks deck.
  - Boring and decking will affect cranking compression. Engine must comply with 210psi cranking compression on all cylinders.
- 21: Aftermarket oil pans and oil pump pick up tubes are ok.
- 22: OEM or aftermarket oil pumps, and high volume pumps are ok.
  - Must mount in OEM location. NO dry sump systems.



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## **Kid Modified Rules**

### **14.1 – Engine(continued)**

#### **B. Ford 2300 OHC engine--(continued)--**

- 23: Stock OEM or aftermarket fuel pumps are ok.  
Must mount in OEM location or be a front drive belt system. NO rear bell housing drive pumps will be allowed.
- 24: Rotating assembly may be balanced but no knife edging or lightening of the crank, rods, pistons, beyond what is necessary to balance.
- 25: Timing belt drive pulleys may be OEM, an adjustable or multiple key aftermarket is acceptable. Timing belt tensioner may be aftermarket.
- 26: The distributor is OEM electronic or MSD type only, NO magnetos.
- 27: Intake manifold must be OEM type with aftermarket adapter or spacer permitted. Intake may be modified in order to match up to the head/spacer a maximum of 2" from each opening.
- 28: Carburetor is a 350 CFM 2-barrel ONLY.
- 29: Carburetor spacer can be (1) 1" spacer. Must be in this order:  
Intake, Adapter, 1" spacer, and Carburetor.
- 30: There is a carburetor claim rule so be careful not to over spend.
- 31: NO TRI-Y HEADER ALLOWED.

#### **C. GM 4.3 V6 engine**

- 1: This engine has an engine claim rule to help keep costs low.
- 2: GM 4.3l V6 engine stock as per manufacturer.
- 3: Stock OEM intake only.
- 4: ENGINE IS TO STAY STOCK!  
No aftermarket parts are allowed on this engine.
- 5: The following may be changed.  
High volume oil pump upgrade.  
Factory ratio roller tip rocker arms(NO full roller rocker arms).  
Aftermarket pulleys.  
Starter.
- 6: Engine can be cleaned up and install new aftermarket bearings, seals and gaskets.
- 7: Blocks may be bored to 4.030" MAX.



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## **Kid Modified Rules**

### **14.1 – Engine(continued)**

#### **C. GM 4.3 V6 engine--(continued)--**

- 8: Block decking is not allowed.
- 9: STOCK OEM heads ONLY.  
Porting, polishing and custom valve jobs will no be allowed.
- 10: Valves, Springs, Retainers, and Keepers may be replaced with stock OEM parts ONLY. No aluminum, titanium or other exotic metals may be used in the valve train.
- 11: No stud girdles will be allowed.
- 12: Fuel pump must bolt in stock location on blocks that have the provisions. Front mounted, belt driven pumps are allowed, NO rear mount fuel pumps.
- 13: For blocks without the fuel pump provision, an electric fuel pump can be used. A 20psi oil pressure cut off switch MUST be used if using electric fuel pump. A master disconnect switch must be mounted behind the drivers seat with easy access by track officials in emergency situations.
- 14: If you are using an electric fuel pump, you will be required to have both the 20psi oil safety switch as well as the master disconnect. If you do not have both of these, you will not be allowed to compete. NO exceptions!
- 15: Distributor must be OEM, HEI with MSD soft touch #8727CT or MSD 6AL, 6ALN, 6AL digital.
- 16: Officials must have easy access to rev limiter.
- 17: Carburetor will be Holley 4412 2-barrel 500CFM.
- 18: Carburetor adapter plate can not exceed 1” in height.
- 19: TRI-Y headers will NOT be allowed.
- 20: Stock OEM, cast iron water pump only.
- 21: IF IT'S NOT STOCK, OEM, IT'S NOT LEGAL!



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## **Kid Modified Rules**

### **15.1 – Conduct**

- A. No derogatory or disrespectful statements on any race car or team hauler are permitted.
- B. Track Officials have the discretion and final decision on all lettering on race cars and haulers.
- C. No Driver, Parent, Legal Guardian, or Pit Crew member will subject any track officials or competitors to threats, abusive or improper language.
- D. No participants, Crew Members, Family Members, Drivers, or any affiliates of a race team is allowed to approach the pits of any other team to address a problem on or off the race track. If there are any issues, an official needs to be sought out to help address the issue.
- E. All participants are expected to conduct themselves in a professional manner at all times while on the property of The Charleston Speedway. Behavior that is unbecoming will be dealt with swiftly and harshly on a case by case basis.

***END OF 2026 Kid Modified SPECIFIC RULES***