



2025 Race Day Rule Book

Effective beginning 2025 season. Remains in effect for following seasons unless otherwise noted

RULE BOOK DISCLAIMER

The rules and/or 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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 to or death of a participant, spectator, or official. The race director or his representatives 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 of or deviation from these rules is left to the discretion of the officials.

1. GENERAL RULES

- A. Rule changes or interpretation of rules is at the discretion of track officials. This procedure book is subject to change or amendment at any point throughout the season.
No alcoholic beverages or controlled substances are to be consumed before or during races by anyone entering the pit area.
- B. Drivers under 18 must meet MIDWEST TRUCK SERIES approval and may require a minor participant form notarized and signed by a legal guardian.
 - a. Age 14 and above is permitted to compete at all events.
- C. MIDWEST TRUCK SERIES officials reserve the right to reject or allow the entry of any driver or truck.
- D. Punishment for deviating from the rules is at the discretion of series officials, but may include docking of points, docking of laps, docking starting positions, docking of prize money, being placed at the back of the field, loading your truck for the night, suspension and more.
- E. The decision of series officials is final.
- F. MIDWEST TRUCK SERIES officials reserve the right to deduct from your prize money any fees owed to the series for Raceceiver, Transponder, membership, or any safety systems, etc.
- G. Any competitors or any other person entering the tower in a state of disapproval may be removed from the property. Please do not distract the tower workers. If you need assistance, find a MIDWEST TRUCK SERIES or track official.

2. DRIVER/CREW MEMBER CONDUCT

- A. Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to society. Profanity in front of race fans, officials, management, profane signs or writing on trucks etc., will not be tolerated and may be subject to penalties. Conduct on Social Media deemed detrimental to MIDWEST TRUCK SERIES, its tracks or sponsors, other competitors and team may subject the driver or team to sanctions that may include fines, loss of points, and/or suspension.
- B. The driver assumes responsibility for the actions of his or her pit crew. Drivers may be issued penalties for pit crew misconduct. Such penalties, if applied, may extend to the truck as well as the driver or owner.
- C. Unsportsmanlike driving, rough driving, or unnecessary bumping is prohibited and may result in removal from a race. Flagrant and/or repeated unsportsmanlike conduct on the track or in the pits may result in suspension. This suspension may span the winter hiatus and be completed in the following season. Any driver who, in the judgment of series officials,

engages in rough driving, deliberately running into, blocking or swerving in front of another truck may be subject to penalties.

- D. Any driver who intentionally causes a caution condition, without safety being an issue, by stopping, spinning or any other action, is subject to a two-lap penalty.
- E. A competitor that stops his or her truck on the track to argue or discuss an incident with the start or other officials may be subject to penalties.
- F. General misconduct in the pit area may result in penalties.
- G. Possible penalties that can be levied from the Midwest Truck Series
 - a. Penalties may include, but are not limited to, removal from race, starting grid penalty, results position adjustment, monetary fine, and/or suspension.

3. RACING PROCEDURE

- A. At no time shall any non-competing member, crew member, owner or other person associated with a race truck be permitted on the racing surface following the start of a race and prior to the final lap without the express permission of a MIDWEST TRUCK SERIES OR TRACK official. Violation will result in the truck being placed at the rear of the field and a one-lap penalty assessed. This rule is in place for your crew members' safety. EXCEPTION: During a red flag or major caution period, one crew member may be allowed on the track at the discretion of MIDWEST TRUCK SERIES officials.
- B. Driver and truck changes are permitted only prior to the gridding of the Last Chance Qualifier (no changes during or after pre-race warmup laps). After that point, no change of drivers is permitted. Driver changes may occur only if both the driver and the truck have qualified. Points earned will be awarded to the driver. Scoring officials in the pit tower must be notified of the change prior to the start of the race. If this does not occur, the truck may not be scored. The driver who switches trucks must start last in all events for the night. If a driver has qualified for the feature and switches trucks, he must run the Last Chance Qualifier. The next available truck qualified will be awarded his spot in the feature (i.e.: if `14 were taken through qualifying, position 15 will advance to feature). If a driver utilizes his/her own 'back up' truck, the same policy applies.
- C. All repairs or adjustments to trucks must be made in the pits. This includes portions of the race run under yellow or red flag conditions. Violation will result in the truck being placed at the rear of the field and may be assessed a one-lap penalty.
- D. FLAGS: Any driver who does not obey the flag rules and/or lights will be subject to disqualification.
 - a. Black Flag - The black flag is a consultation flag and indicates that a driver must take his or her truck to the pits immediately for consultation with a series official. Scoring will stop on a truck which is black flagged until the situation is rectified.
 - i. Black flag for mechanical or safety issues with racecar: Scoring will stop on a truck which is black flagged until the situation is rectified.
 - ii. Black flag for conduct issues: Driver will be disqualified from race. Driver may be subject to penalties up to receiving no points and no pay for that event and/or entire race day at the discretion of the race officials. Driver may be disqualified for entire event and removed from track and is subject to suspension.
 - iii. Any driver repeatedly ignoring the black flag is subject to any or all of the following: a finishing order penalty, a monetary fine of up to \$100/lap the black flag was ignored, and a suspension.
 - b. White Flag - One lap remaining before green/checkered flag. If a yellow or red flag is thrown once the leader has taken the white flag, but the leader has not yet crossed the line for the checker there will be a green/white/checkered and the feature may be extended.
 - c. Checkered Flag - End of race
 - d. Green Flag - Start of race
 - e. Yellow Flag - Caution, go slow and hold position
 - f. Red Flag - Danger, race stopped
 - g. Move over Flag – The flag is a courtesy flag and is displayed to indicate to drivers that they are being lapped by faster trucks. It will be used at the discretion of officials. Not acknowledging the move over flag may result in penalties up to/including disqualification from the race.
- E. Under a yellow flag a truck will be placed at the rear of the field if:
 - a. The driver exits the truck
 - b. A restart is delayed by a driver or crew member
 - c. The truck leaves the racing surface
 - d. The truck or trucks were involved in the cause of the yellow flag's display
- F. If a driver leaves the track under caution, a 90-second clock will be started to allow time for repair work. Once the 90 seconds is complete, the race may be resumed.

- G. Spinner/Spinnee – If truck A makes contact with truck B and truck B spins out resulting in a caution, both trucks will go to the rear of the field. All decisions by race officials are final.
- H. Any truck that loses a wheel, has a hood or trunk lid come off or open, or is observed dragging dangerous parts, or dropping any fluid may be placed at the rear of the line up or disqualified from the event.
- I. Tap-out Rule’ – If a driver involved in the incident takes blame for causing the caution/spin, the other driver(s) will be given spots back, and only that driver will be sent to the rear. Driver must tap out within 2 yellow flag laps. Once checkered flag is displayed, race is final, tap out rule is not in effect at that time.
 - a. If you feel you were the cause of the yellow and the only one who should be sent to the back either:
 - i. Stop in-front of flagman and tap roof.
 - ii. Have spotter find a MIDWEST TRUCK SERIES Official and claim responsibility.
- J. Under red flag condition, a truck will be placed at the rear of the field if:
 - a. A crew member enters the racing surface without permission from officials (also assessed a one-lap penalty),
 - b. The driver exits the truck without MIDWEST TRUCK SERIES official's permission, or
 - c. If a restart is delayed by a driver failing to take his position in the truck
 - d. Crews can work on any truck once they have entered the pits.
- K. If a driver refuses the official's order to take a certain position on the track (i.e. go to the back of the field), resulting in a delay of the race, he/she may be black flagged and/or disqualified.
- L. The official "start" of a race is when the field takes the green flag at the start-finish line. When determining the official start, one lap DOES NOT have to be completed. A race may be started but be under caution with no laps complete. However, scoring for position does not begin until one green flag lap has been complete.
- M. STARTS/RESTARTS- In the event of either front row trucks jumping a start or restart, one warning will be given and if it happens again, that truck will be penalized one row. Pole position starts the race. Pole position may be the outside truck.
- N. Three wide racing is not permitted at any time but is subject to race control.
- O. Free Pass – allows the first truck off the lead lap to gain one lap back
 - a. Driver can not be involved in caution that would bring the free pass
 - b. Driver does not need to pass field or pace truck (lap will be awarded via scoring)
 - c. Driver will restart behind all trucks on the lead lap (including any that may have been involved in caution)
 - d. Driver will NOT be eligible to choose lane for restart (must stay at the tail end of the longest line)
 - e. Free Pass will be awarded in the event of caution due to weather
- P. Transponders
 - a. Transponders will be used for MIDWEST TRUCK SERIES events unless otherwise noted
 - b. Drivers are responsible for their own transponder
 - c. If Transponder fails
 - i. During race: MIDWEST TRUCK SERIES officials will do best to score truck
 - ii. During qualifying: Truck will be sent back to pits to fix. Driver will lose lap of qualifying (see qualifying procedure)
 - d. Driver must check in transponder during 1 of the first 2 practices. If driver has not registered transponder on computer by lap 1 of second practice session, officials may black flag truck.
 - e. MIDWEST TRUCK SERIES officials will line score on non-transponder tracks.
- Q. Driver Communication
 - a. Two-way communication between drivers and team is permitted
 - b. Teams are required to use a Raceiver or scanner (Frequency to be announced at driver’s meeting) to listen to MIDWEST TRUCK SERIES race control during all on track events.
 - c. If a driver is found to not have a working scanning device, they may be subject to penalty
- R. MIDWEST TRUCK SERIES use the cone for all races unless there are 2 laps or less showing on the scoreboard.
 - a. When cone is out drivers choose high or low. MUST STAY IN LANE. Front row is side by side.
 - b. Drivers involved in cause of yellow or lapped trucks are not eligible to participate in cone. Must fall in at end of the longest line.
 - i. If a driver does not fall in at the end of the longest line, the driver will be warned on the scanner before taking the green. If driver still does not fall back that driver will be put to the end of the longest line at the next yellow or the end of the race.
 - ii. If a driver is found to have changed lanes after choosing, the driver may be subject to penalty.
 - c. A total of 3 double file attempts will be used. A max of two attempts will be used in the first 50% of the feature event. A minimum of 1 will be used in the second 50% of the event.
 - i. Race control has the right to adjust this format at any point of the event for any reason.

- d. If a caution comes out before the first green flag is completed after taking the cone, trucks involved in bringing out the yellow will be sent to the rear of the field. Trucks may be lined up in order prior to taking the cone and will re-cone. Series officials may decide to keep the field side by side as they took the cone and adjust the line up by moving rows up.

4. RACE LINE UP FORMAT

- A. Lineups for races and qualifying order will be posted in the Midwest Truck Series Trailer. It is the responsibility of the driver to check his or her starting position for all events and be ready to race when called. Trucks not ready to race may be placed at the back of the starting line up or disqualified from the race.
- B. The starter may start any event whether all trucks called are ready or not.
- C. Qualifying
- a. Single Truck Qualifying:
 - i. A random number will be drawn at the Midwest Truck Series Drivers Meeting. If the driver's meeting is after qualifying, the number will be drawn and communicated with everyone and posted at the Midwest Truck Series Trailer.
 - ii. Any trucks out of order will be deducted one lap from qualifying unless approved by Midwest Truck Series race control.
 - b. Group Qualifying: Practice times will be used to best group trucks of similar speed. Any practice may be used to group trucks or a combination of multiple practice sessions, and owner's points.
 - i. Any truck qualifying out of his/her assigned group will be deducted 1 lap from group qualifying.
 - c. Laps for either Single Truck or Group will be decided prior to qualifying started and communicated to teams.
 - d. If two driver's record identical fastest lap, the next fastest recorded lap will used as the tiebreaker. The same procedure will continue if next fastest lap is a tie until tie is broken.
 - i. Single Truck Qualifying: If all recorded laps are identical, the driver who recorded the time first will be awarded the faster position.
 - ii. Group Qualifying: If drivers qualified in the same group and all recorded laps are identical, a coin flip will be used to determine who will be awarded with the faster qualifying position.
 - e. In the event qualifying is rained out, 2025 owners' points will be used to determine a "qualifying" order with no points being earned. 2024 Owners' points will be used for the first two races of the of the 2025 season.
- D. Race Format:
- a. Heats
 - i. Heat races will be utilized at most events.
 - ii. The entire field will be split evenly into three heat races.
 1. The first two heats will be split into odd/even format. ie: If there are 30 total trucks, qualifying positions 1-20 will be split into two odd/even heat races. With trucks qualifying 21-30 in the 3rd heat race.
 - iii. Heats will be inverted completely at race controls discretion.
 - b. Feature
 - i. A B-Feature may be utilized if we have more than 22 trucks on a 1/3 mile or less, or more than 28 trucks on a half mile or more.
 1. B-Feature will be lined straight up from qualifying.
 2. Transfer amount out of B-Feature will be announced at driver's meeting.
 - ii. In the event a B-Feature is needed. The top 14 trucks will be automatically transfer to the main event via qualifying.
 - iii. The top 2 from the previous feature event will start at the back of the invert the follow feature they start. ie: 1st and 2nd in the feature from the first race will start at the back of the invert the following event. If the invert the following race is 8, the winner will start 8th, and second place will start 7th.
 - c. **Official race format will be announced at the drivers meeting at each race and may be adjusted based on time, or event promoters' discretion.**
- E. Inverts
- a. An invert will be used to determine the feature line up based on qualifying.
 - i. Invert of 5+ Dice Roll (1-6) will be used
 - b. Fast timer will roll the dice 10 minutes after qualifying at the Midwest Truck Series trailer.

5. PROVISIONAL TRANSFERS

- A. Each MIDWEST TRUCK SERIES team is awarded a max of 2 MIDWEST TRUCK SERIES point provisionals during the entire season.
 - a. Provisionals will be determined following the B-Main. Trucks are required to complete 100% of qualifying race to be eligible for provisional.
 - b. A second provision will be given to the fastest truck not yet into the main event.
 - c. Additional provisions may be awarded
 - d. 2024 Owners' points will be used for the first two events of the season. 2025 owners' points will be used at the third race and beyond.

6. Points

- A. See 2025 MIDWEST TRUCK SERIES point spreadsheet and breakdown
- B. Protests to finishing position and/or points in any race must be made within 2 hours after official results are posted. Such protests must be in writing.
 - a. Scoring and point re-check decisions are final and cannot be appealed.
- C. Driver/Owner Points Systems
 - a. We will crown a 2025 Driver Championship as well as a 2025 Owners Championship in 2025. Points systems will use the same points format.
- D. In the event of a Final Season Standings Point Tie - The tie will be broken by average finishing position throughout the entire 2025 season.
 - a. If average season finishing positions are also tied, wins will be used to determine tie breaker. Should wins be tied, the number of 2nd place finishes will be used to determine. This process will continue down the standings until tie is broken. In the event all results are also tied, the two drivers will be declared tied and co-champions (or other position) would be awarded.

7. Rookie Eligibility

- A. Requirements In order to meet MIDWEST TRUCK SERIES Rookie status driver must:
 - a. Not have competed in more than 40% of any MIDWEST TRUCK SERIES season
 - b. Not have competed in more than 5 events in a single season in MIDWEST TRUCK SERIES or a late model touring division (ASA Midwest, CRA, ASA Late Models, Wisconsin Challenge Series, TUNDRA, CWRA, Big 8)
 - c. Not have finished top ten in more than three seasons at a weekly Super Late Model or Late Model track (i.e. Golden Sands, Marshfield, Norway, WIR, Slinger, Grundy, Dells Raceway Park, La Crosse, ETC.)
- B. Drivers must fill out and return rookie application before the SECOND event of the season.

8. Stickers & Appearance

- A. Each truck is required to run the provided Midwest Truck Series decals
 - a. Failure to run mandatory Midwest Truck Series logos & contingency stickers may result in the forfeit of event purse money, season money, or starting positions.
- B. The Midwest Truck Series management has the right to ask any team to remove any sticker or sign from their truck, pits, shirts, etc.
 - a. Failure to honor this request may result is a loss of pay, points, or disqualification from event and suspension.

For procedural questions contact:
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