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THESE ARE YOUR RULES. Read them thoroughly!

We would like to thank all the teams for racing with us this year! These rules are effective for the 2026 season.

Any tech questions please call Shawn Buckingham. Please remember that Shawn has a regular job like most of us! Leave a message or a text and he will get back to you at his earliest convenience.

Shawn Buckingham (608) 516-7854

John Wood (608) 695-0985

These guidelines are to be used as a cost-effective tool for our Midwest Truck Series teams. The truck and parts used with this engine package will be under the closest watch to not let the inexpensive cost of the engine effect the cost of the chassis and components thereof. This is a cost saving measure and needs to be used as that.

Any part at any time may be deemed ineligible for the use in the Midwest Truck Series. Any dollar amount is MSRP.

Body:

All bodies will be fiberglass or aluminum. All bodies must be from official approved supplier. All bodies must be approved Midwest Truck Series styles and meet templates. NO carbon fiber, Kevlar or light weight body panels are allowed. Must meet Five Star Bodies template rules and heights being the official body of the Midwest Truck Tour Five Star will supply templates to the series. These bodies must fit the official templates for the Truck Series. All bodies will be used as produced by manufacturer. No other holes, shortening, lengthening, deforming, or changing of any body panel.

Approved bodies are: 1997 through current. Chevrolet, 1997 through current Ford, 1997 through current Dodge & 1997 through Current Toyota. Beds must be covered with sheet metal, aluminum or fiberglass and must have a minimum 60" x 18" opening for inspection and filling of fuel. No through body fillers allowed. Fenders and quarter panels must be as supplied from body manufacture and must be cut to allow proper

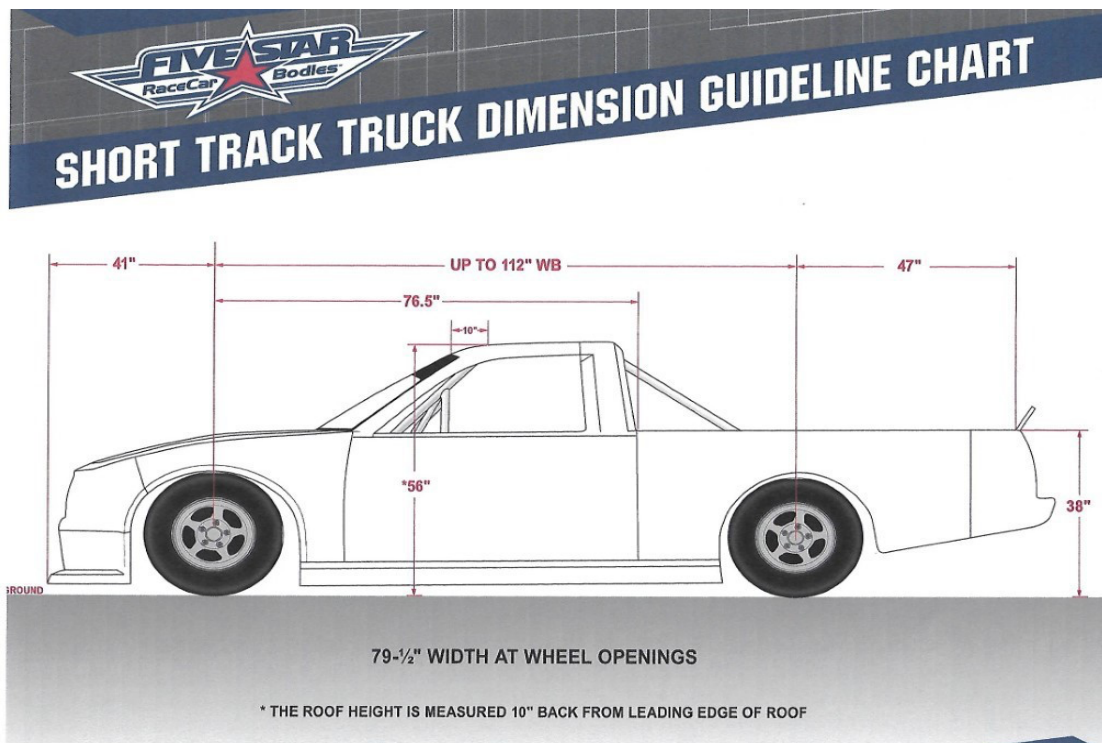
wheel openings. Must be official approved and neat appearing. Five Star Race Car Bodies is the Official Truck Body of The Midwest Truck Series. All body parts must appear as a stock type truck as shipped from Five Star Race Car Bodies.

All Bodies must be Five Star Bodies Gen2 Bodies

NO under body air deflectors or panning allowed.

All Measurements are with driver out of Truck. Except weights.

All measurements on 4" ride height blocks. Truck may have no barssticking through nose or tail. Bottom of rocker panels must be 4" off ground.



Spoiler offset – String from A pillar corner to top of the spoiler the measurement should be no more than a 1 ½ to the B pillar.



Nose Valance Bracing

- Teams will be allowed to brace the front valance using the Five Star Bodies MD3 Support. Part #32003-410-1

Nose Valance Repair Allowance

- We understand that nose valiances can get worn down. Any repairs must be to the same specifications as the original piece. Bracing the valance is allow as show in these pictures.



Windshield:

Must be 0.125" Lexan, and have three braces

Rear Window:

Must be installed and must be Lexan.

Must have last name on rear window in accordance with contingency diagram.

Side windows:

Must have 16" min. window opening. Max 10" vent window only. Straightcut. No bowed windows.

Hoods:

Must meet body manufacturer templates.

Stock appearing body panels only. May not be shortened. Must seal to the wind shield.

No hood scoops allowed.

20"x 3" maximum opening at base of windshield,

Rub Rail:

1" max. painted body color with capped and smooth ends, tight to bodypanels and securely mounted to frame.

Must be neat appearing. Clear rub rails allowed.

Bumpers:

Must be steel and must be behind nose and tail panel. Must have tow hooks on front and rear.

Tail gates:

Must be complete as shipped from manufacturer.

Most tail gates will also include rear bumper cover and must remain as shipped. No holes in rear panel or bumper including lower lip. Must be assupplied by manufacturer.

Rear Spoiler:

5" x 65" maximum and is mandatory. No lips or wicker bills on spoilers.

Must remain straight, no curved spoilers.

Airbox:

Maximum width of bottom of airbox is 31"

Interior:

Interior sheet metal from the top drive shaft tunnel must remain flat or rise on a plane to passenger window opening with a maximum 4" window ledge.

No 'boxed in' or 'tunneled' driver compartments.

No plastic or composite material may be used inside the driver's compartment.

The driver's compartment must be fully enclosed around the driver. Must have a driveshaft protection plate of 1/8" steel wrapping around leftside of the drive shaft area, from floor to bottom of interior.

Driver's compartment must be completely sealed other than side windows for safety.

Frames and Suspension:

THE TUBULAR FAB STYLE CHASSIS IS THE CHASSIS OF CHOICE AND RECOMMENDED. Following are the minimum specification requirements for roll cage construction. Midwest Truck Series officials reserve the right to sonic test any or all structural chassis members at anytime.

Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded.

Drilling holes to lighten any part of the body, chassis, suspension, or bolts is not permitted.

Only steel round, rectangular or square tube is approved for roll cage or chassis construction of any major supporting sub-structures. Wall thickness, size, and/or diameters are specified where necessary.

Frames newly built will be fabricated.

Main frame rails must be steel, minimum of 2"x 3" rectangular tubing, with a minimum wall thickness of 0.125".

Main frame rails must have an "X" brace between them on the fab style frame. Front and rear stubs must be mounted on chassis centerline.

Wheelbase will be 108" minimum and 112" Maximum. Tread width 66" maximum with referee at center of spindle, no aluminum chassis parts allowed.

Exotic Metals:

No titanium or hollow bolts

Roll Cage:

4 post roll cage required.

Door bars must be steel

Main hoop and both A pillar bars must attach to the main frame rails.

4 curved door bars are required on the driver's side, equally spaced from the main frame rail up to the driver's shoulder.

Two vertical braces between each bar and to the main frame rail are also required.
Door must be plated

Passenger Side Door Bars

Currently "X" bracing is legal. Main hoop, both A pillar bars, shoulder bar, dash bar, driver's door bars, passenger door bars, roof hoop, and rear down tubes must be minimum 1 3/4" diameter 1018 mild steel tubing with a minimum wall thickness of 0.095". 2 rear down tubes must attach to the top of the main hoop and to the rear stub behind the axle. Front engine hoop must attach to the main Cage near the intersection of the dash bar and A pillar bars, and to the front stub forward of the axle. Top of cage to bottom of frame minimum 47 1/2", and top of cage must be within 6" of roof panel. Foot bars are required 1 1/2" X 0.95" wall. Side halo bars must be centered in frame rails. Roof hoop shall be minimum 32 wide and 28 long.

Shocks:

Shocks can be removed and/or disassembled for inspection at any time. Only one (1) shock and spring per wheel. There can only be one spring rubber / one coil per corner. Must be mounted as/in a conventional style and be hydraulic type. Coil over style only.

AFCO 21 Series, Pro AC Series, Pro X Series, QA1 62 or 63, QA1 6Q Non-Adjustable Series all nonadjustable shocks are the only shocks allowed. Truck owner is responsible for reassembling shocks after tech. Components in shock must be for original manufacturer.

No eliminators.

The only part that can be changed is the shims for compression and rebound.

Shock components must match for that make and model. Shock must extend/compress as truck is presented to tech. No Chains or pre-loaders on any shock.

Rear suspension must be solid mounts no rubber bushings. No lift bar, 5th coil, stabilizer bars & no rubber loaded suspension parts.

No shock bags/covers allowed

Sway Bars: SPLINE BARS ALLOWED

Max MSRP of \$430

Spindles:

Can be one, two, or three-piece design. All spindle uprights must be steel.

Calipers:

OEM style or aftermarket calipers, 4 piston max.
Maximum retail price of \$250 per caliper.

Rotors:

No floating rotors allowed.

Hub Assembly:

No oil filled hubs whatsoever! Max MSRP \$250 per hub assembly.

Suspension Components:

No aluminum upper or lower control arms, (aluminum shaft is OK).
No bump stops, rebound stops, or spring preloading devices on any part of suspension.
Conventionally mounted coil over suspension.

Power Steering:

No Electric Power Steering

Engines & Drive Train:

STOCK Chevy 602 engine is the mandatory engine with no modifications allowed. Part numbers are 19258602/0602/1602/2602/3602/4602. This engine is also known as the CT 350.

Although not mandatory, it is in the best interest of the truck owner and our recommendation that all 602 crate engines be broken in, dyno'd and sealed at Wegner Automotive Research.

All GM602 Engines with break-off bolt seals must be dyno'd and certified at Wegner Automotive Research in order to compete. Exceptions, if the engine has been IMCA, UMA, or Wegner certified already.

Minor repairs only are allowed and must be performed at Wegner and approved with The Midwest Truck Series. Engines with the IMCA seals are allowed.

Wegner Automotive Research will have a complete list of seals and engine ID numbers and will be on file with Tech Inspector. Crate motors may be impounded for dyno testing. If power ratings are found out of manufacturer's specifications and tolerances, you will be disqualified, and your motor will be confiscated. At any time, an engine maybe opened for inspection and if found in compliance to the rules resealed with one of the Midwest Truck Seals or if anything is done at Wegner Automotive it must be sealed by them and recorded to series officials. All trucks will use a rev.limit of 6000

RPMS.

Block starters are mandatory, and engines should be as shipped. No Electric Water Pumps.

Engine Location:

Engines must be located so that the furthest forward spark plug hole is no more than 2 1/2" behind the front axle centerline. Crankshaft centerline must be 13" minimum to ground, front and back.

Carburetor:

Must use Holley 650 CFM HP P/N 80541.

All Carburetors must pass all dimension tool specs. Standard boosters only and must be tightly mounted.

Safety wiring of boosters recommended. No vacuum leaks.

No modifications allowed.

1" max. carb spacer plate allowed, (1 1/4 "including gaskets).

Must use single or multi-bore, straight bore spacer, no tapered spacers. No turtles or other induction performance enhancing devices.

Two (2) returns spring mandatory.

An over-center throttle stop is recommended.

Exhaust:

Spec Header Required: Schoenfeld 135CM2

Headers may not be coated and must remain as shipped from supplier. No wrapping or head shield allowed on headers.

Exhaust must exit behind driver either under truck or through the right-side door

Exhaust end must be braced flush to door panel in a way to prevent it becoming a tire cutting hazard.

No Tri-Y or Merge Collector type exhaust allowed.

Mufflers are mandatory. Maximum of 2 mufflers allowed.

No Anti-Version Mufflers Allowed

No stainless steel **throughout the entire exhaust**

All Trucks must meet noise requirements of 95db at 100', no exceptions.

Electrical System:

Kill switch must be clearly labeled, within driver's reach and easily accessible from either side.

Maximum 12-volt electrical system with one battery only.

Battery must be securely mounted outside the driver's compartment. All trucks must be capable of starting under their own power.

All trucks must run a GM HEI non billet distributor, may lock vacuum advance.

A soft touch rev. limiter MSD #8728 or MSD87286 must be installed with 6000rpm (maximum) chip OR MSD8727CT set to 6000rpm (Maximum). Must be mounted out of the Drivers reach.

MSD87286 and MSD8727CT Digital Box must be installed with factory harness.

MSD8727CT Digital Box will be required for the 2027 season

Lithium batteries are prohibited

No Traction Control Devices of any kind allowed

Data recording/acquisition not permitted – GoPro or similar type cameras allowed

Transmission/Clutch/Driveshaft:

Any type of transmission may be used. Must be self- starting and must have a reverse gear. No drop out or lightened transmissions may be used. 7 ¼ minimum clutch only. No carbon fiber clutches allowed. All clutch components must be made of magnetic steel including flywheel.

Must use a bell housing and must have an opening to check clutch and components. Must use a minimum O.D. 2 ½" steel driveshaft. Driveshaft must have 2 safety hoops, one front and one rear. Clutch-less transmissions may be used.

Must have at least two forward gears and one reverse, plus a neutral position. With engine running and truck in still position, must be able to engage truck in gear and move forward, then backward.

OEM production type transmissions recommended. Aftermarket transmissions (Bert, Brinn, Falcon, etc.) allowed. (2-speed, 3-speed, 4-speed). No 5-speed or more transmissions, no 'in and 'out boxes allowed.

All plugs must be safety wired. \$100 fine for oiling up the track.

Weights:

Base weight is 2700#

WEIGHT RULE – Maximum Left Side Weight 60%. All weights include driver in driver's

position with steering wheel attached.

MINIMUM WEIGHTS: This means before all events (1lb a lap after the event)

Added weight must be in block form of no less than five-pound blocks (no pellets). Dislodged weight will not be returned to car for weighing after race. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. No Tungsten or similar weight allowed! Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$250.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$25.00 per pound fine to the team.

Weight Breaks:

25# for GM Single piston brake caliper on all 4 corners

Rear Ends:

Rear ends must be passenger, light truck (1/2 ton or less) or quick change. Quick change must have minimum ring gear diameter of 10". Iron or steel carriers and housings on passenger and light truck rear ends. No aluminum or lightweight axle tubes. No titanium or other exotic metal allowed in rear end. All shafts and gears must be magnetic steel.

Rear ends must be locked (recommend spool lock).

No traction control devices or traction compensating differentials.

Full floater rear end is mandatory. All floater parts must be steel with the exception of the drive flange.

No gun drilled axles. Minimum diameter 1.170 inches at smallest point.

Axel size must be the same diameter on left and right.

No cambered rear tubes, snouts etc. as to cause rear camber. No strange type axles allowed. No wrap up axels allowed.

Radiators:

Radiator must be in front of engine and must retain stock appearance. All trucks using engine mounted fans must have minimum 18-gauge fanprotection covering upper 180 degrees of fan.

Minimum 1 quart overflow container required.

No radiator or fan shrouds protruding through hood.

No cooling system components inside of driver's compartment. Electric fans allowed.

NO ANTI-FREEZE ALLOWED!

Radiator must fit under hood in the stock location between the rails.

A maximum cap pressure of 28-32PSI may be used

Fuel and Fuel Cell:

Fuel: Pump gas only that contains NO alcohol, No Race Fuel. No Additives of any kind are allowed. No coloring additives may be added. E-85 is not allowed.

No Oxygenated Fuel

Fuel cells with rubber bladders and fuel cell plates or fuel cell tubs are mandatory. Fuel cell protector plate is 1/8" min. thickness steel and must be mounted on outside of frame rails. The plates must cover the sides and rear of the fuel cell and be official approved.

Fuel cell minimum height is 10".

Fuel cell must be banded both ways with two steel straps each way, 1" minimum straps. Fuel cell tub must use minimum of 1/8" thick steel with one-inch lip. Front, bottom, and rear will be one piece. The top of the box will use current 18 or 20-gauge top with 1" by 1/8" steel straps with two in each direction. All fuel cell cans must be magnetic steel.

All fuel cells must have check balls in place.

Any chassis with incorrect fuel cell will be asked to change or be disqualified. No part of fuel cell, straps, plates, can, may be any other material than magnetic steel. If any part of fuel cell does not meet rules the truck will not be able to compete until fixed. NO EXCEPTIONS!

No plastic cells allowed

Fuel must be under .730 specific gravity

Fuel samples may be taken at ANY TIME and tested (digitron, specific gravity, germaine drop testing, water testing and any other testing deemed necessary)

Air Cleaner:

NO COLD AIR INDUCTION AIR BOXES. TWO PIECES 14-inch O.D. AIR CLEANER COVERS ONLY.

Maximum air cleaner height of 4" and be open on all 360 degrees.

Air cleaner element may not be altered, sprayed, or soaked with chemicals or any foreign substance. Maximum MSRP price complete air cleaner assembly \$100.00

Wheels and Tires:

10" maximum width steel wheel. Minimum weight of 17lbs.

All wheels must be full racing design.

No wheel bleeders or bead locks allowed. Solid steel lug nuts required. 5/8" solid steel studs must be installed with correct press fit. No welding of studs. Stud length must be at least flush with outside edge of lug nut.

Tires:

The Midwest Truck Series will utilize the Hoosier (1070) series tires. All tires must be purchased through the Midwest Truck Series.

Tires stay with the truck chassis. In the event a driver switches truck chassis, that driver/team must get approval from the Midwest Truck Series tech staff on what tires they will be racing on.

No system of heating, soaking, sipping, grinding, buffing, or changing the composition, coding, or character of tire allowed.

Note: anyone caught using or CARRYING tire softener in their hauler or pit-area will be fined \$1000.00 and immediately suspended for a minimum of 2 years.

The Midwest Truck Series will take samples and use an independent lab for verification. Should the samples not conform to the baseline a fine of \$1000 will be given to the truck owner, and the driver will be suspended for a minimum of 2 years.

Tires Schedule

A max total of 5 new tires may be raced by race 2 of 2026 season. A team can race 4 new tires race 1, and 1 new tire race two. Or they may run 2 new tires at race 1, with 2 tires from their bank, and 3 new tires at race two. A max of 5 new tires may be used over the course of the first two races of the 2026 season.

After the series' second race of the year, you are only allowed ONE new tire per race. The exception is after the team's 5th race, that team will be allowed an additional new tire that can be used in 1 of their next 3 races. **After a team's 10th race a new tire can be used at any race remaining on the season.** (NO BANKING NEW TIRES)

Tire bank will start with the first race of 2026. Teams will be allowed to add 3 tires to their 2026 bank from their 2025 tire bank. These tires must be declared at the first race the team races in.

Any additional new tires must be approved by the series head tech official, and driver will be required to start at the back with an extra 25 pounds per tire. Example: 4 new tires, equals 75 lbs. (because everyone else has one new tire also). The 2nd week on the tires is 50 lbs., 3rd week is 25 lbs. and 4th week is equal to everyone else.

New tires can only be bought from the Midwest Truck Series.

If you cut a new tire before or during qualifying, you will be allowed to buy a new tire to be used for that racing event; but you will lose the cut tire from your inventory.

You must race your new tire(s) for at least 60% of the night's events for them to be used for the next event, unless approved by the Midwest Truck Series staff. The tires you qualified on, must be used for that day's events.

You will have a tire card at the start of every event. You will need to mark on the card which tires you are going to use for that day's event. Your fastest time **will** be disallowed if your tire cards are not turned in by the tire card deadline. **(Tire card deadline will be posted at the track in/near the series trailer)**

Carbon Fiber:

No Carbon Fiber allowed except for safety items (helmets/seats/neck restraint, etc.)

Safety:

Any Safety infraction will deem the Truck ineligible for competition until the infraction has been repaired or corrected and the Truck re-inspected. In all matters pertaining to safety, truck owners, drivers and crew members must review and educate themselves in all safety standards. It is the responsibility of the truck owners, drivers, and crew members to install, wear and maintain all safety equipment as specified by manufacturer's instructions.

This includes, but is not limited to, helmets, fire suits, racing suits, gloves, shoes, flame-resistant underwear, flame-resistant head sock, head and neck restraint systems, driver's racing seat and safety belts.

Driver's Seat:

All driver seats must be multi-layer aluminum and manufactured by a recognized manufacturer of seat and safety equipment. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Homemade seats or sprint truck type seats are not permitted.

Seat construction must be solid aluminum sheet material from the seat bottom to

above the driver shoulder area; must be fully padded, with padded pelvis, rib and shoulder supports on both the left and right side. Exception – LaJoie seat where construction is such that rib supports are not required. A head restraint system, manufactured by a recognized manufacturer of seat and safety equipment, is mandatory and subject to official's approval. Bolt on systems are approved for competition.

Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area.

Recommendation – a minimum 1/8" (.125-inch) thick steel plate be mounted on the front of backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

Full containment seats are highly recommended

Drivers Apparel, Seat Belts and Head and Neck Devices:

All seat belt and shoulder harness systems must meet SFI Specification 16.1, type 1. Y-type shoulder belts are not approved for use. Seat belts and shoulder harness systems must have a production date within three years of the event date. A minimum five-point harness system is mandatory.

Competitors must use the (recommended H&N Devices) HANS Device or Hybrid SFI 38:1 certified head restraint may use a standard three-inch (3") or the Schroth Racing or Simpson Racing Products two inch (2") wide shoulder strap. The Schroth Racing shoulder strap system has been specifically designed for use with the HANS Device.

Schroth part numbers are Profi III-6FH; Hyb Helmet will be Snell Rated SA 2020 or newer.

Transponder:

Mandatory, and must be located 150" towards rear from front edge of nose piece.

Scanning Race Control:

Raceceivers, or another scanning device are mandatory for at least one person on crew.

Penalties:

Non-compliance with the specifications outlined herein may subject the participants (owner/driver) to disqualification, loss of monies and points earned at the event. Furthermore, the owner may be fined up to \$1000 and all non-complying components will be seized by the series technical inspector. Owner/driver must provide tools to

remove part(s).

Any engine at any time may be disassembled, opened, checked, or removed by series officials and resealed with series seals. Failure to do so in a reasonable amount of time will result in Disqualification/Fines/Removal of Truck Series Membership or all/any of the. It is up to your team to provide tools and equipment to do so.

These Rules are property of The Midwest Truck Series and may not be used without Midwest Truck Series Office approval.

Tech Procedure:

Race Control will call over scanner who they want to the designated tech area following qualifying and heats.

After the feature, the top five will be teched plus an additional random truck may be called to the scale.

IT IS YOUR JOB TO KNOW THESE RULES

*** Continuous developments in racing may necessitate changes. If necessary, we may update, modify, and add to or delete rules. The "EIRI" (Except In Rare Instances) rule is always in effect and applicable.



2026 TECH RULE BOOK ACKNOWLEDGMENT

I, _____ have read and fully understand the 2026 Midwest Truck Series rule book in its entirety. I acknowledge that if I, or my team, had questions, I have spoken to the Midwest Truck Series staff prior to signing this form.

By signing this form, I agree to represent this team, and adhere to the rules stated in this rule book to present a legal truck at all events this truck participates in. I understand the truck that I am associated with may be inspected to ensure that all rules and regulations are being followed. I understand on behalf of the truck, that if the truck is found to be outside the rules and regulations, a forfeiture of points, money, and possibly suspension of truck, driver, and/or team may occur.

(Print)

(Sign)

(Date)

Truck Number

Driver Name

Truck Owner Name