



USST Great Lakes Series Rules

GENERAL RULES

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 PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS.** They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The Race Director/General Manager and Track Officials shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that, in their opinion, so not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The rules set forth shall be effective for the 2010 racing season. Management reserves the right to amend, alter, suspend, delete, or supplement these rules as conditions warrant and without any prior notice. Any changes will be posted in the inspection area. It is your responsibility to be aware of changes posted. These rules shall govern the condition of all USST Events.

Auto racing is a competitive sport, and like any other sporting event that depends on fan support, there is a great deal of showmanship and public relations required. Starting on time, running events in a professional manner, proper uniforms or attire, race cars brightly painted and the conduct of the competitors both on and off the track must be established.

No one is permitted to sell, distribute, pass out, etc. any merchandise, services, flyers, information, at any USST Event without the express written consent of the USST Event Management. Any person on property without the permission of the owners or management is guilty of trespassing and subject to the penalties prescribed by law. Through your registration you have been given the authority and the right to be on this property in conjunction with your racing activity only. However, the management of the Race Track & USST Officials reserves the right to revoke and cancel this authority at any time it is felt that your presence or conduct is not in the best interest of auto racing, your fellow competitors, the fans, management, or employees of USST.

INTENT/SPIRIT OF THE RULE

USST management reserves the right to determine the intent of all rules and regulations regarding the conduct of USST events and to make changes, adjustments and modifications without notice in the interest of safety, better competition and according to the size of the field, the crowd, the track conditions, the weather, tradition, local rules or customs, or other circumstances. Any situation not specifically covered herein, will be acted upon by USST Management and their decision is final and binding.

ALTHOUGH EVERY EFFORT HAS BEEN DIRECTED TOWARD COMPLETE, UNDERSTANDABLE, AND CORRECT RULES, AS WELL AS THE SAME FACTORS IN PUTTING THEM INTO PRINT, USST OFFICIALS CANNOT POSSIBLY ANTICIPATE EVERY SITUATION, CIRCUMSTANCE, OR INTERPRETATION.

THE DEFINITION OF “STOCK” MEANS “NO MODIFICATIONS TO FACTORY PARTS OR FACTORY SPECIFICATIONS.

THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT, OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING THAT SUBJECT, AND ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS, SHOULD BE DIRECTED TO THE APPROPRIATE USST OFFICIAL.

YOU ARE EXPECTED TO KNOW THE FOLLOWING RULES – IGNORANCE OF THESE RULES WILL NOT BE TOLERATED AS AN EXCUSE!

INSURANCE RELEASE

1. Before entering the pit area each person must sign (signature MUST be legible) an insurance release and shall receive a pit pass. The pit pass must be visible at all times.
2. When in the pit area, maintain a constant watch for your own protection.
3. In the event of accident or injury, advise the Race Director immediately so necessary reports can be filed. If you are physically unable, a crew person or family member is responsible for the report. **NO MEDICAL CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE SPEEDWAY PROPERTY THE DATE OF THE ACCIDENT.**
4. Contact the rescue vehicle driver or safety crew and give a full report before you leave the speedway.
5. Each driver must inspect the racing surface and track area to learn of any defects, obstructions, or anything that is unsafe. Unsafe conditions should be reported to the Competition Director. Any driver participating in any event is considered to have inspected the track and found all conditions satisfactory. If a driver considers the track unsafe, the driver should not race. This further indicates the driver is aware auto racing involves risks and the driver assumes these risks with full awareness and knowledge.
6. USST assumes no responsibility for damage to, or loss of, equipment, vehicle, or any parts by any means in the pit area.
7. Minors and his/her parents or guardian must complete a Minor's Release Form prior to participation.
8. USST Drivers/Crew and any member entering the Pit Area attending any USST event assume all liability and USST highly recommends each Driver obtain some form of Race Insurance in case of accident or Injury.

RAIN AND FOUL WEATHER

1. It is the policy of USST to complete all scheduled events whenever possible.
2. If a program is cancelled, rain checks will be honored on a date announced. Such announcement will be posted at the USST Trailer and at www.USSTGreatLakes.com.

CONDUCT

1. **Detrimental statements made in public forums (such as Internet, Media, or on the PA) may result in fines and/or suspensions.**
2. Anyone going to scoring tower, flag stand, or starting line to argue **during** a racing program will result in the suspension for the entire race tam for a minimum of one race.
3. The driver and truck owner are responsible for the conduct and actions of himself/herself, crew members, sponsors, and family members.
4. Professional, courteous conduct is expected at all times. Unsportsmanlike conduct such as arguing, fighting, reckless driving through the pit area, or improper language will result in probation, suspension, and/or fine.
5. Continued problems from the same individual will result in permanent suspension.
6. Presence in the staging area or on the track is prohibited without permission of USST officials.
7. Fighting, display of any type of weapon, (Weapon is classified as any item able to inflict injury) or threat of bodily harm will result in suspension of minimum of one race.
8. Motorized vehicles are only allowed in pit area at venues where the host track allows them. This includes golf carts, scooters, motorcycles, mini-bikes and ATV's. Authorization can be revoked at anytime at the discretion of USST and Host Track Management.
9. Do not run engines during the National Anthem, pre-race ceremonies, or drivers' meeting.
10. Consumption, possession or distribution of alcohol is not allowed in the pits until All race activities have been completed. Any controlled substance in the pit area is strictly prohibited and will result in suspension for one year.
11. No profanity, profane or controversial signs or logos on trucks, haulers, or clothing is permitted.
12. **Any threat of legal action against USST and its officials will result in that person, and team, being suspended from USST until pending litigation is completed to the satisfaction of USST.**
13. **USST reserves the right to grant membership or attendance to any USST event.**

GENERAL COMPETITOR RULES

1. If the truck experiences mechanical problems or is crashed in a preliminary event (time trials, dash, heat, last chance), the driver may use another (back-up) truck and start at the rear of the field.
2. Drivers may compete in more than one Series, but racing will not be delayed to accommodate them.

POINTS

Points will be awarded and accumulated per race based on driver finishes in preliminary and main events as posted at the USST Trailer and on www.USSTGreatLakes.com. Points will accumulate throughout the season and terminate upon completion of the Point Championship race as scheduled to conclude the season.

GENERAL RACING RULES

1. USST management and officials' decisions are final and binding.
2. USST management and officials establish the length, frequency, and administration of all events.
3. Video tape replays will not be used to make decisions or impose penalties.
4. Exceptions to rules, specifications, and format of events may be made at the discretion of management and officials.
5. The format, and event order will be posted in the tech area and is subject to change as directed by Track Officials.
6. It is the responsibility of the driver to sign in for each event.
7. Line-ups will be made no later than one-half hour prior to race time. Any driver not signed in by that time will start at the rear of the feature.
8. Every race truck must be inspected and approved prior to entering the track.
9. Any competing vehicle that causes a safety problem or retards track activity will be removed from racing.
10. Slow Trucks should stay low on the track to allow faster Trucks to pass on the outside.
11. USST management and officials reserve the right to start any car at the rear of the field for safety reasons.
12. USST management and officials reserve the right to forbid any competitor or car to compete for safety reasons.

ROUGH DRIVING PENALTIES

1. Rough or over-aggressive driving, including but not limited to causing another Truck to crash out of an event, may result in disqualification, suspension and/or fines, or other action deemed appropriate by USST officials.
2. Contact deemed, by the Race Director, with malicious intent of causing another Truck to spin or crash will result in the offending Truck restarting at the rear.
3. Penalties may be issued at the next yellow flag or at the end of the race for over-aggressive driving that does not cause a yellow flag.
4. Bumping or ramming during pre-race warm-up, pace laps, yellow flag, red flag, or after a race will result in fine, suspension or disqualification.
5. Improperly improving position on a restart will result in penalty of offending truck restarting in the rear or disqualification.

ACCIDENTS

1. All trucks determined to be involved in an accident that causes a yellow or red flag will be restarted at the rear of the field.
2. Cars that stop or spin to avoid an accident and **do not** make contact with another truck or the wall will maintain their position.
3. Cars that stop or spin to avoid an accident and **do** make contact with another truck or the wall will be sent to the rear of the field.

START OF RACE

1. Flagman will display either one lap to go or white flag signal prior to start.
2. Green flag will be displayed for start of race. If start is not acceptable, yellow flag and light will be displayed before a full lap is completed.
3. If yellow flag is displayed after start, there will be a complete restart. Any driver causing multiple false starts may be disqualified, this includes brake checking, jackrabbit starts or starting too slow.
4. If an accident occurs on the first lap, trucks involved will be restarted at the rear.

RESTARTS

1. During yellow flag period, driver will have one lap to line up after informed of line up position on scanner. Failure to line up within one lap may result in disqualification and/or suspension.
2. On restart, trucks line up in order of the last completed lap before the yellow flag was displayed.
3. A lap is considered complete when the Leader has crossed the finish line before the caution flag was displayed.
4. In the event of a yellow flag with one lap to go the race will restart/finish with Green-White-Checkered.

GREEN FLAG/GREEN LIGHT

1. Green flag and green light signifies the start of racing.
2. On starts and restarts, trucks maintain position until the green flag is displayed and the green light is turned on. Passing is allowed only on the right until crossing the start/finish line.
3. All starts will be at the speed the Pace Car set! **NO SHIFTING ON ORIGINAL STARTS OR RESTARTS.**
4. During a green flag period, trucks will only be allowed onto the track from the pits at officials' discretion.

YELLOW FLAG/YELLOW LIGHT

1. Yellow flag and yellow light means all trucks, regardless of location on track, slow down and maintain position.
2. Do not race back to the starting line. Scoring reverts to the previous lap completed under the green flag.
3. If a pace car is used during a yellow flag period, no truck is to pass the pace car unless instructed to do so by USST official.
4. Passing other race trucks or the pace car during a yellow flag period will result in disqualification.
5. Trucks may go to the pit area during a yellow flag period and the truck may be worked on. Upon returning, truck will restart at the rear of the field.
6. Any truck stopping on the track intentionally to cause a yellow flag will be disqualified.
7. A yellow flag and yellow light displayed on the final lap may result in the conclusion of the race, at discretion of officials.

RED FLAG/RED LIGHT

1. Red flag and red light means all trucks, regardless of location on track, stop as soon as safely possible.
2. After stopping, officials will direct competitors where to line up for restart or to proceed to pit area.
3. If the red light is displayed, no trucks are to come onto the track from the pit area unless directed by officials.
4. Trucks may go to the pit area during a red flag period and the truck may be worked on. Upon returning, the truck will restart at the rear of the field.
5. Trucks may not be serviced on the track during a red flag period unless approved by officials.
6. Crews will not be allowed onto the track during a red flag period unless instructed to do so by officials.

BLACK FLAG

1. Black flag means go immediately to the pit area. This may be for penalty, for a problem with a race truck, or at the request of the crew.
2. Ignoring a black flag will result in disqualification, fine, and possible suspension.

WHITE FLAG

1. During a race and time trials, the white flag indicates one lap remaining.
2. Prior to the start, the white flag indicates one lap until the start.
3. During practice, the white flag indicates one lap remaining in the session.

CHECKERED FLAG

1. During a race and time trials, the checkered flag indicates the conclusion of the session.
2. During practice, the checkered flag means the session is over. Do not take an additional hot lap!
3. Feature race winners should proceed immediately to victory lane.
4. Be careful of officials, photographers, sponsors, and victory lane personnel when celebrating victory.

PIT STOPS

1. Trucks must go to the pits for repairs. No repairs or assistance may be made by driver or crew on the track at any time.
2. Trucks that go to the pit area for repairs/service under yellow or red flag conditions will restart at the rear of the field.
3. **Reentry to the track under green flag conditions will be at the discretion and direction of staging area officials.**
4. Trucks that are multiple laps down, that have little or no chance of improving their positions, will not be allowed to return to the race or if they may have a negative effect on race program at Race Directors discretion.
5. Trucks that are deemed unsafe or hazardous will not be allowed to return to the race.
6. Speed limit on all driveways in the pit area is 10 mph, regardless of circumstances.
7. Reckless driving or speeding in the pits will result in disqualification, fine and possible suspension.

TECHNICAL RULES AND PENALTIES

1. Trucks selected by the officials must proceed immediately to the tech area without stopping in the pit area.
2. Driver and Crew Chief or Owner only in the tech area. Other crew, owner, and sponsors must remain outside the tech area unless otherwise directed by USST Officials.
3. Any truck not passing technical inspection may be disqualified, fined and possibly suspended. Additional penalties, including but not limited to starting at the rear of the field for a designated number of weeks, may be imposed.
4. Illegal parts will be confiscated and marked.
5. If in doubt that a part is legal, check with the technical director prior to using the part.
6. If the legality of a part is in question, the burden of proof rests with the driver to provide satisfactory and correct factual evidence establishing the origin and legality of the part.
7. Tampering with an engine or any part sealed by the technical director will result in disqualification, two-week suspension, and a fine.
8. Tampering with a crate engine will result in disqualification, two-week suspension, and fine. That engine will not be allowed to compete in future events until it has been inspected and illegal parts removed.
9. USST reserves the right to impound any truck or motor for further technical inspection or testing at the discretion of the USST Officials.

PROTESTS AND DISPUTES

1. Officials' rulings are final and binding.
2. Rulings on the track (during racing) cannot be disputed or overturned.
3. All disputes regarding technical rules, illegal equipment, or finishing positions must be made by the DRIVER only.
4. Protest regarding legality of a race truck must be made, in writing, with protest fee, within ten minutes of the finish of the event to the technical director.
5. Protest regarding scoring must be made, in writing, to the race director or chief scorer within ten minutes of the posting of results.
6. Driver may protest one time only. Protest fees are as follows: Scoring - \$50.00, Minor car inspection (engine, carburetor, drive train, suspension) - \$200.00, Internal engine inspection - \$400.00
7. Twenty-five percent (25%) of each protest fee will be retained by USST. The remainder will be returned to the protester if the truck is found illegal or scoring is incorrect. The remainder will be awarded to the protested driver or scorer if truck is found legal or scoring is correct.
8. Technical director may impound truck, seal engine, or mark parts for later inspection after a protest.

GENERAL SAFETY RULES FOR DRIVERS COMPETING IN ALL DIVISIONS

1. An approved flame retardant professional driving suit is required.
2. Flame retardant shoes and socks are highly recommended.
3. Flame retardant driving gloves are mandatory.
4. Flame retardant head sock and undergarments are recommended.
5. An approved full coverage helmet (SNELL 2000 equivalent or better) is required to be worn at all times on the race track.
6. Driver's eye protection is mandatory. Full-face helmets or goggles are mandatory.
7. HANS device, Hutchens device, D-Cell or other approved neck restraint strongly recommended. Contact USST prior to event for approval if not listed above.
8. Driver must be able to exit the Truck through the passenger side window in a reasonable amount of time.
9. An operable "kill switch" must be installed in the dash and easily accessed by USST or Safety Personnel from either side of the truck.

GENERAL RULES FOR COMPETING TRUCKS

1. **No on-board computers, GPS, Lap Timers, or any other Data Acquisition Devices may be used during races; no traction control devices of any kind permitted. IF CAUGHT WITH TRACTION CONTROL, PENALTY IS SUSPENSION FOR ONE CALENDAR YEAR.**
2. Use of anti-freeze is strictly prohibited. Dumping antifreeze on track \$500.00 fine. Anti freeze caught in tech lane \$50.00.
3. Drivers may use two-way radios.
4. Tow hooks attached to frame rails are mandatory, front and rear. Must be within easy reach of safety crew.
5. Steel lug nuts only.
6. Spec Tires used to compete must be properly marked and registered by the Technical Director. Unauthorized Tires will result in disqualification and loss of all monies and points for that night.

GENERAL APPEARANCE RULES FOR TRUCKS COMPETING IN ALL DIVISIONS

1. All trucks must be neat appearing with acceptable paint.
2. One or two digit numbers only. No letters will be allowed unless approved by USST Officials. Three-digit numbers must be approved in advance by the series director/owner.
3. All numbers must be uniform height. No "small" first or second digits to give the appearance of a different number.
4. A number of at least 18" or more in height must appear on both doors in contrasting color.
5. Trucks must display roof top numbers of 24" in height, readable from the left side.
6. Must have the driver's last name at least 4" tall on top of the driver's door.
7. Must have truck number on right front passenger side headlight and on one rear taillight.
8. **Minimum race weight must be displayed on the upper front corner of the driver's door as calculated from the Tech Sheet.**
9. No profanity or objectionable logos, designs, or phrases.
10. Trucks must have hood, fenders, trunk lid, and bumpers in place to compete.
11. Trucks that lose the above items during a race session may be allowed to compete at officials' discretion.

GENERAL SAFETY RULES FOR TRUCKS COMPETING IN ALL DIVISIONS

1. It is the responsibility of the driver to prepare a truck free from defects and in safe racing condition.
2. All trucks must have approved safety belt and shoulder harness no less than 3" in width. Both ends of safety belt and shoulder harness must be fastened to roll bar with grade eight or better bolts; not less than 3/8" in diameter. A steel plate may be welded to the roll cage on the right side of the driver so the belt can be brought down to prevent driver from sliding side to side under the belt. The seat belt and shoulder harness must come from behind the driver. Three inch shoulder harness and additional V-type seat belt (submarine strap) mandatory. Seat belts and shoulder harness may be no more than three years old. Seat belts and shoulder harness should be replaced after a severe accident.
3. Approved padded headrest mandatory. Shoulder harness inertia reel cannot be used. Any right side headrest must be part of, or bolted to, aluminum seat.
4. Driver's seat must be fastened to the frame.
5. No Fiberglass seats allowed.
6. Seat should be as far to the right as possible.
7. Center top of steering post must be padded with at least 2" of resilient material.
8. All trucks must have an approved fire extinguisher within ready reach of driver and safety crew. Pressure type metal containers used as part of a fire extinguisher system will only be approved for installation and discharge in the driver's compartment in conjunction with the fire extinguisher system. The container cannot be concealed in any manner. Limit of one container for each fire extinguisher system. Fire extinguisher mounting brackets must be of the manufactured snap-band type with safety pin. No carbon tetrachloride fire extinguishers. Fire extinguisher must be of the air pressure or charged type.
9. Window nets are required and used at all times. Quick release or latch style mounting must be used and must release from top. Window net must be full size ribbon or mesh type. Window nets must be attached to roll bars only.
10. All trucks must have master kill switch, located in the middle of the dash. Switch must be wired through negative side of battery.
11. No person will be permitted to ride on outside of any truck at any time.

Engines and Driveline

Please note that the *Great Lakes Series* Engine Rules are more liberal than the *National Series* Engine Rules. This is to allow people to run parts/engines they already own. If you plan to run your engine at a National Event, there are part numbers for heads and intakes that the Great Lakes Series does not regulate. Please contact us and we will assist in making sure you get the right parts for the National Events.

Engine Location

- Engines must be located so that the furthest forward spark plug is no more than 2” behind the front axle centerline.
- Crankshaft centerline 11” minimum to ground front and back of engine block
- Engine must be centered in the chassis.

[See Transition Period Amendment for rules pertaining to “305” engines.](#)

Built Engine Option

Engine Block

- American made production V-8 engines only. No V-6 or 4 cylinders.
- Must be cast iron block with standard external measurements in all respects with the exception of the permissible overbore. (.060 max.)
- No aluminum blocks permitted.
- No removing of identification numbers.
- No grinding or lightening.
- Maximum cubic inches 358 GM and Ford, 366 Mopar.

Cranks

- Cast 50-lb. sportsman type magnetic cranks only.
- Unaltered except for normal cleanup and balancing.
- Cranks should not be gun drilled, contoured or sculptured.
- Cast Iron, Cast Steel, or Forged Steel Cranks Only. NO Billet Cranks.
- No lightened or knife-edge crankshafts permitted.
- The counter weights may be drilled or welded for balancing only.
- Sight plug must be 1” hole on right side of pan.

Rods

- Only OEM or OEM appearing aftermarket rods permitted.
- Rods may not be polished, lightened, narrowed or otherwise altered.
- "H" beam rods may be used.

- No aluminum, titanium or any other light weight rod permitted.
- Rods may have press fit or floated pins.

Pistons

- Any flat top or dished piston may be used.
- Valve relief may be cut into piston.
- No portion of the piston may protrude above the top of the block.

Heads

- Cast Iron Heads ONLY
- No titanium valves or retainers
- Maximum 2 valves per cylinder

- 23* valve angle only on GM engines
- 2.02 intake/ 1.60 exhaust valve size maximum
- Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive or water blasting, ceramic work, addition of material or any alteration to original form is forbidden.
- Maximum compression ratio 10.8:1

Rocker Arms

- Rocker arms must mount in original position.
- Stamped steel, roller tipped and aluminum roller rocker arms permitted.

- No titanium or other lightweight materials permitted.
- Rocker arms must be stud mounted, 3/8" or 7/16" studs allowed, except for Chrysler which may be shaft mounted in OEM position.
- Stud girdles permitted.

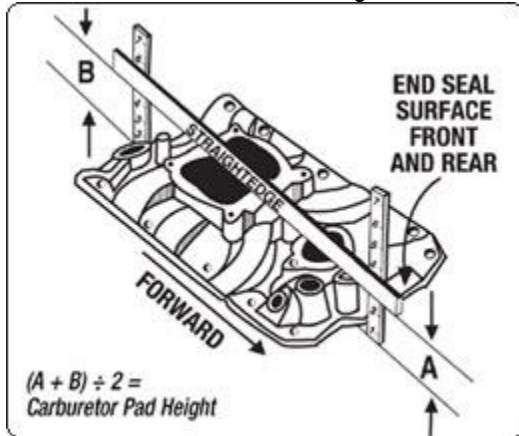
Camshaft/Valve Train

- Any magnetic steel camshaft
- Maximum lift measured at valve retainer 0.500"
- Stock diameter magnetic steel hydraulic or solid flat tappets only

- No Mushroom or Roller Lifters
- No Rev Kits
- Standard Timing Chain Only, No Gear Drives or Belt Drives

Intake Manifold

- Aluminum intakes unmodified in any way.
- Maximum Carburetor Pad Height of 5.5".



- Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive or water blasting, ceramic work, addition of material or any alteration to original form is forbidden.

Oil System

- Wet sump oil systems only
- Minimum pan depth 7"
- All oil lines must be steel braided with AN type fittings only

Crate Motor Option

- GM crate engine p/n 88958604 with USST approved mods optional.
- Ford crate engine p/n D347SR with USST mods required.
- Crate motors will be inspected for correct parts, be prepared to remove seal bolts if necessary
- USST does not recognize seals on crate engines.
- Crate motors may be impounded for dyno testing. If power ratings are found out of manufacturer's specifications and tolerances you will be disqualified.

Ignition

- Stock style distributor type ignition only.
- No crank triggers.
- No traction control devices in ignition system or wiring.
- MSD ignition allowed, P.N. 83645 with rev limiter is allowed.
- Mounting on right side of dash required.

Carburetor

- [See Transition Period Amendment the Carburetor sizes below are not in effect yet.](#)
- Crate Engine - Holley 650HP P/N 80541
- Built Motor - Holley 650HP P/N 80541
- Carburetor size may be adjusted at any time to improve competition.
- The maximum carburetor must pass top and bottom dimension tool specs.
- Must supply a direct port vacuum on intake or the rear of carburetor for vacuum check.
- Standard boosters only and must be tightly mounted.
- Epoxying or safety wiring of boosters recommended.
- No vacuum leaks.
- Choke horn may be removed. No other visible modifications allowed on or inside the carb.
- 1" Carburetor Spacer plate allowed. 1 ¼" including gaskets.
- May 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. No other systems allowed.
- An air box is optional.
- Air cleaner must be a minimum of 12 inches in diameter and a maximum of 20 inches in diameter.
- Air cleaner limited to maximum 4 inches height.
- Anything used to induct air, from anywhere other than base of windshield, to element is prohibited.
- Air cleaner element may not be altered, sprayed or soaked with chemicals or any foreign substance.

Exhaust

- Headers allowed on all engines maximum retail value \$650.
- No custom, homemade headers allowed.
- No stainless steel.
- Exhaust must exit behind driver and under car or through the right side body panels.
- Mufflers are mandatory. Maximum of 2 mufflers allowed.
- All Trucks must meet Track noise requirements, NO EXCEPTIONS, if the Track says you are too loud you will not race!

Transmission

- [See Transition Period Amendment](#)
- Automatic or manual transmissions allowed
- Transmission must have minimum 2 forward and 1 reverse gears, 4 forward gears maximum
- Minimum 7 1/4" made for racing clutch
- No carbon fiber clutch parts
- No quick change transmissions
- Brinn, Bert, Falcon, Automatic with No Torque Converter, and 5 1/4" Clutch allowed with 35 pound weight penalty.

Driveshaft

- 2 ½" minimum diameter steel driveshaft only
- Must have safety loop front and rear
- Must be painted bright reflective color

Rear End

- **Floating hubs required for tracks over 3/8 mile, this is for safety!** Soon it will be required at all tracks.
- No titanium or ceramic parts
- No locker, ratchet, limited slip, positraction. Spool or Mini-Spool ONLY
- No pumps or alternators driven off rear end

Radiator/Cooling

- Only block mounted, belt driven water pumps allowed.
- Water pump impellers may be altered
- Aluminum radiators are permitted.
- Must have an overflow tank of at least 16 fluid ounces.
- Reasonable use of corrosion inhibitors and/or lubricants and additives to cooling system water is permitted.
- An overheating hose that exits to far right side of hood at base of windshield must be installed.
- Radiator must be mounted in front of engine.
- Antifreeze is not allowed. First offense, 1 week suspension and automatic \$100.00 fine

Fuel & Fuel Cell

- PUMP GASOLINE FUEL ONLY. NO ALCOHOL. NO E-85. NO ADDITIVES.
- A maximum 22 gallon fuel cell must be used. Bladder REQUIRED at National series events.
- Fuel cells must be mounted in steel container with a minimum of two 1" straps to hold cell in container. Straps must go completely around the fuel cell can.
- Fuel cell and can must be mounted on centerline of frame and behind the rear axle.
- Must have a minimum 7" clearance from the ground.
- No pressurized cells permitted.
- Only one fuel line permitted to transport fuel from cell to pump.
- Fuel line must not run inside driver's compartment.
- No additional fuel cells or fuel containers permitted.
- Mechanical Fuel Pumps only.

Chassis and Suspension

Frame

- [See Transition Period Amendment](#)
- Frames may be Stock or Fabricated or any combination of both.
- Frames must be symmetrical right and left.
- Main frame rails must be equal distance from chassis centerline.
- Main frame rails must be minimum 2"x3" rectangular tubing, with a minimum wall thickness of 0.118"
- Main frame rails must have an "X" brace between them.
- Front and rear stubs must be mounted on chassis centerline.
- Front and rear stubs must be minimum 2"x3" rectangular tubing, with a minimum wall thickness of 0.083"
- Front Lower Control Arm Mounts must be equal distance from chassis centerline.
- Minimum Frame height is 4"

Roll Cage

- 4 post roll cage required, see Roll Cage Diagram for suggested design.
- 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. An 18"x24"x1/8" thick steel plate or equivalent must be welded to the outside of the Driver's Door Bars.
- Passenger Side Door Bars are under review for 2010, currently "X" bracing is legal but 4 Curved Bars may be required in the future in order to conform to National Rules.
- Main Hoop, both A pillar bars, Shoulder Bar, Dash Bar, Drivers 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.
- Maximum distance from the front axle centerline to the back of the Main Hoop: There is a Body Dimension from the front axle centerline to the rear window. If you are building a new Truck pay attention to that dimension!
- Top of cage to bottom of frame minimum 47 1/2 inches, and top of cage must be within 6" of roof panel.

Front Suspension

- [See Transition Period Amendment](#)
- Steel Spindles only.
- No Wide 5 Hubs.
- OEM style Steel single piston Brake Calipers only.
- Lower Control Arms must be the same length Right and Left sides.
- No Aluminum Upper or Lower Control Arms.
- No Coil Overs or Coil Over Eliminators.
- 5" O.D. minimum springs.
- Front Springs must have a minimum rate of 500 pounds per inch
- NO Bump Stops on any part of the Front Suspension

Rear Suspension

- [See Transition Period Amendment](#)
- 3-Link, 4-Link, or Truck Arm rear suspensions allowed.
- Lower Trailing Arms or Truck Arms must be equal length on right and left sides.
- No Aluminum Axle Tubes
- OEM style Steel single piston Brake Calipers only.
- No Coil Overs or Coil Over Eliminators.
- Any diameter rear spring may be used.
- No Wide 5 Hubs
- No Lift Bars, 5th Coil, or Torque Arms allowed.
- No Torque absorbing devices in the rear suspension. Solid links with spherical rod ends only.

Shocks

- Any steel body shock that is available nationwide to anybody at a retail price of \$225.00 or less will be allowed.
- Only standard parts that come in the shock for the \$225.00 retail price allowed.
- No external adjustment allowed, except for nitrogen pressure.
- No Base Valve or External Reservoirs.
- No hoses or lines may be attached to the shocks.
- NO Bump Stops

Wheels

- 10" wide Steel wheels only.
- [See Transition Period Amendment](#)

Tires

- Hoosier 970
- Tires must be purchased through USST Authorized Vendor
- No Soaking, or chemical treatments. Tires to be checked by Durometer.

Track Width

- 65" measured from center of tire to center of tire at spindle height.
- [See Transition Period Amendment](#)

Wheel Base

- 108" to 112"

Weight

- Minimum 2800 pounds before qualifying and before race.
- Maximum 56% Left Side
- [See Transition Period Amendment for other weight penalties!](#)

Bodies

Construction

- All Bodies must resemble Full Size Regular Cab Pickup Trucks
- May be constructed of Steel, Aluminum, Fiberglass and Plastic
- Must be neat and in good repair at all times, damage from previous events must be fixed before next event!

Dimensions

- Roof Height minimum 56" measured 10" behind top edge of windshield
- Centerline of front axle to base of rear window maximum 81" on 108 wheel base, 81.5" on 110 wb, 82" on 112 wb.
- Quarter Panel Height 38" minimum 39" maximum
- Door height at B-pillar will be no more than 2" lower than the Quarter Panel Height.
- Minimum ground clearance for all body parts will be 3" with Driver in the Truck
- Windshield angle will be a minimum of 36 degrees
- Spoiler will be 6" tall by 60" wide, centered on the tail panel. Base of spoiler may not be extended off the tail panel. Spoiler must be flat in all directions. No lips or flanges. All bracing must be behind the spoiler and is limited to 4 vertical supports with a maximum ¾" of width.
- Hood, Windshield, Roof, Rear Deck, and Spoiler must be supported adequately so they do not collapse or flex at racing speed.
- Any Body or Body parts deemed too radical or not in the spirit of the rules by the Tech Inspector must be fixed immediately.
- Nose Kick out- The leading edge of the nose (including any pieces added to the nose) may be no more than 4" ahead of the bumper line. This will be measured in three places across the nose (center and 24" to the right and left of center).
- Two clear Lexan Triangles may be mounted to the rear down tubes behind the cab. They must be mounted vertically. They must fit tight to the rear window and bed cover. They may be attached to the rear window and bed cover with small angle stock, and attach to the rear down tubes. There may not be any other bracing attached. The top edge must be straight and may not have any lips or flanges. The maximum height from the bed cover is 18", the maximum length from the base of the rear window is 24"
- Clear Lexan vent windows may be installed but must not extend any further rearward than a vertical line drawn from the top corner of the windshield.
- **MORE BODY DIMENSIONS WILL BE ADDED** as competition requires.

All Rules are subject to adjustment and change as competition requires.

Rules are subject to change in order to continue involvement in the National Series.

Transition Period Amendment

The goal of the USST Great Lakes is to take truck racing to the next level of vehicle, getting away from the “street stock” type vehicle, and become part of a National Rule Package. We have come up with a set of rules that will be known as the Transition Period Rules. Our goal is to allow the current Metric frame “305” Trucks to compete, while having the option to upgrade equipment as it gets used up. At the same time we will start to allow “Sportsman” and “Limited Late Model” Trucks to start competing by adding penalties for their performance enhancing features. These penalties may and will be adjusted according to competition. After a period of time we will start eliminating penalties or advantages given for certain things, with the end result being a common set of rules for everyone nationwide.

The “305” engines which meet the **2009** STT specifications will be allowed to run a 650HP 4 bbl carburetor. After the Transition Period though these engines will fall in the Built Engine category and must follow the same rules.

The “Built Engines” which follow the USST Great Lakes rules will run a 500 2bbl carburetor. After the Transition period is over these engines will run the 650HP 4bbl.

The “Crate Engine” will run a 500 2bbl. After the Transition Period is over these engines will run a 650HP 4bbl.

Automatic Transmissions will be given a 35 pound weight break during the Transition Period.

Straight Rail Chassis must attach a 25 pound weight to the outside of the right frame rail, centered between the A-pillar and B-pillar.

2009 STT Engines may use a solid lifter camshaft for the 2011 season. The maximum valve lift at the retainer will be .500” All other 2009 STT Rules still apply to these engines.

The following are Chassis Related items which will receive a weight penalty. The amount of weight for the penalty can be seen on the [Weight Adjustment Excel Sheet](#). These penalties may be adjusted for competition as we go, but eventually will go away.

- Fabricated Chassis (anything NOT a **2009** legal STT or ARA Metric)
- Coil Overs
- Multi Piston Brake Calipers
- Wide 5 Hubs

- Unequal Length Front Lower Control Arms
- Rack and Pinion Steering
- Unequal Length Rear Trailing Arms
- Locker Rear End
- 10" Rims
- Track Width Over 65 inches

Left Side Weight for ALL Trucks will be 56%

The goal here is to allow any type truck to race with us, then over time get everyone on the same rule set.