



where horsepower meets asphalt

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GENERAL

All race teams must be a registered member to the Super Truck Series prior to any racing; You can register track side on a scheduled race date. Yearly renewal required.

Team registering must have a Physical Race Truck in possession to register and to have a dedicated truck number held.

Be registering with the Series also acknowledges permission for the series to use all pictures/videos taken of the Team, Driver, Race Truck, and all Racing Actions; for the purpose of advertising and promoting of the Canadian Super Truck Racing Series.

New Teams planning on building / manufacture new truck to join the series-

Please see – Rule changes & Clarifications

Contact a Series representative for more information prior to any builds.

THE MINIMUM AGE TO DRIVE IN THIS SERIES IS 16 YEARS OLD. THERE WILL BE A MINIMUM 2 YEARS OF RACING EXPERIENCE REQUIRED WHERE LAP TIMES ARE COMPARABLE TO WHAT THE SLOWER TRUCKS ARE. REPRESENTATIVES FROM THIS SERIES ALONG WITH THE DRIVER WILL HAVE TO AGREE AND SIGN THE REGISTRATION FORM. THIS WILL BE TO ACKNOWLEDGE THAT THEY WILL BE ON A TRIAL BASIS FOR THE FIRST FEW RACES. THIS WILL BE TO ENSURE TALEN VELE AND NOT CREATE ISSUES WITH THE CURRENT DRIVERS.

1.1 Any domestic manufactured full size short box pick-up bodies, GM: 1988 and newer, Ford: 1991 and newer, Dodge: 1994 and newer, Toyota Tundra: 2005 and newer, all with minimum wheelbase of 112 inches. NO SSR STYLE BODIES!!!

1.2 The cab must remain stock including front and rear firewalls and floorboards. A minimum 24" front and 20" rear firewalls must be retained. Filler panels 12" maximum.

1.3 Box may be stripped of floor but must be covered across the top from side to side (like tonneau cover). Aluminum or fiberglass only. All window openings must retain stock dimensions.

1.4 Cab, hood, fenders, and box sides may be aluminum or fiberglass. All body parts must retain stock appearance and dimensions.

1.5 Fenders may be radiused for tire clearance. A reasonable amount of tire protrusion is acceptable.

1.6 Front bumpers, rear bumpers and nose pieces must resemble stock pieces.

1.7 Plastic grill must be replaced, replacement must look stock. Chrome must be removed.

1.8 Headlights and taillights must be filled in to appear stock.

1.9 Windshield and rear window must be lexan. All glass must be removed. Side windows must remain open.

1.10 **Full size GM, Ford or Dodge frame must be used.** Frames may be shortened to reach the minimum wheelbase (112"). Frames must be stock front to rear. NO CAR, NO ELCAMINO, NO RANCHERO, NO VAN FRAMES!!!

1.11 Rear Spoiler maximum 5 ½" tall, may be aluminum or steel and must be securely mounted no further than 1" from rear tailgate. It must not protrude over the box sides.

1.12 Cool air may be directed via 3" hose to area around carburetor acceptable. This is not intended to be forced air induction. No cowl induction!!

ROLL CAGE

2.1 Roll cages are to be constructed from a minimum of 1.75 o.d. by .095 wall steel tubing. No exotic light weight tubing like chrome moly.

2.2 Must be of typical construction. Main roll cage loop may not exceed 3" inward from interior sheet metal door panel or window post. Front window bars may not exceed 3" inward from windshield post. Roof hoop must follow sheet metal of truck as close as possible. A minimum of four door bars on the left side, (must exceed into door panels). Right side may be constructed of y-pipe. Front hoop OK. Rear hoop or down bars OK. Main roll cage must be connected to frame. Roll cage may come off right side frame straight up the left side. Roll cage installation and workmanship subject to approval. Strongly recommend minimum 18-gauge steel inserts welded or bolted between bottom 2 door bars.

2.3 All roll bars within drivers reach must be covered with roll bar padding.

SAFETY

3.1 Seat must be racing aluminum type and bolted to cage with a minimum of four 3/8 bolts on inside of frame. Full containment seats must be mounted as per manufacturer's specifications.

3.2 Seat belts must be 5-point racing type. No more than 3 years old.

3.3 Fuel cells are mandatory. Filler cap assemblies must be grounded to the chassis. Cells must be in a steel can. Remote fills must be safety approved.

3.4 Front and rear firewalls must be sealed.

3.5 Fire extinguishers are mandatory and must be in reach of driver and securely mounted. Fire systems recommended.

3.6 Steering wheels must have a quick release hub.

3.7 Proban or Nomex driving suit, gloves, and footwear mandatory. Suit must be a minimum of one layer, two layers highly recommended.

3.8 Helmets must be Snell 2015, racing helmets (not motorcycle) approved and in acceptable condition. Eye protection is mandatory. Seat belt mounted head and neck restraints are absolutely mandatory.

3.9 Window net mandatory and must have quick release.

3.10 Driver that had had an accident or incident on or off the racetrack-

a) That an injury has occurred.

b) Has been taken to Hospital by Track Ambulance or other means and/or has been evaluated by track medical emergency officials.

c) Has head trauma such as concussion / brain injury or other major head injury; current or history of having head injury.

Drivers must submit to series officials a doctor's authorization and approval letter indicating that they can partake and perform driving duties under the extreme stress of all racing conditions.

No exceptions, Fire extinguishers are mandatory and must be in reach of driver and securely mounted. Fire systems recommendations, driver will not be allowed to drive until letter is submitted, reviewed, and accepted by series officials.

SUSPENSION

4.1 10" racing slicks, American Racer's premium EC84, inside 27 short, outsides 27" tall. (See Tire Usage Rule below). Tires will be marked and logged per truck.

4.2 Wheels must be 10" racing type.

4.3 All trucks must have all 4 brakes working and in operational order. Four-wheel hydraulic, front discs, and rear drums or rear discs. After market calipers allowed. Must be stock appearing. Aftermarket dual cylinders OK. Front aftermarket rotors and hubs accepted.

4.4 Rear ends must be of stock type (Ford 9" rear ends OK with locked up gears). Mini-spool OK. Full floater rear housing will be accepted. Must be steel hubs and rotors. No aluminum third members, no aluminum spools. No gold trac, Detroit locker or quick tracs.

4.5 Front suspension must be stock to truck including spindles and linkage; shimming allowed. Upper and lower control arms may be cut and modified. Tubular upper arms may be constructed from 120 wall steel tubing. Upper control arm mounts may be moved. Lower control arm mounts must be left in stock position. No aftermarket tubular upper a-arms. Control arm bushings may be replaced by nylon, steel, or aluminum. Front cross members may be dropped to a maximum of 1" into frame, 1988 & newer frames currently in R & D stage, phone for details.

4.6 Aftermarket front springs allowed.

4.7 Wedge devices allowed (i.e.: shims, shackles or weight jacks).

4.8 Adjustable sway bars allowed.

4.9 One racing shock per wheel, non adjustable type. No aluminum shocks, coil overs allowed only on rear. Shrader valves are allowed.

4.10 Rear ends may be placed on top of leaf springs.

4.11 Rear suspensions: Truck trailing arms with coil covers or conventional coils and pan hard bar. No third links.

4.12 Maximum wheel track width 81" front and rear (outside of tire to outside of tire).

4.13 Ride heights: 6" lowest point measured at the center of crossmember, 5" bumper (nose cone), 4" body side panels. 1988 & newer 5.5 inch at center of crossmember will be accepted.

Ride Height will be strongly enforced for every race!

Inspection will take place prior to time in, if good – you go "time-in", if a fail – return to pit stall for adjustment. Return – if pass – you go "time-in", if 2nd inspection is a fail; your "time-in" is forfeit – no points awarded and all races (current even) start in the back (Time limit in effect also – if not back in line prior to last truck, your time in is forfeit).

DRIVE TRAIN

5.1 Driveshaft must be steel, painted white and have 360 degree retaining loops, ¼ inch thick by two inches wide front and rear.

5.2 Aluminum bellhousing for non-stock small flywheels, steel approved racing bellhousings for full size single disc clutch applications.

5.3 Any transmission with forward & reverse gears allowed.

5.4 Any clutch allowed.

5.5 Any flywheels allowed.

MOTOR

6.1 Engine may be set back three inches in line with #1 spark plug to lower ball joint.

6.2 Stock type distributor allowed. 6 series MSD box allowed with matching distributors.

6.3 Mechanical fuel pumps only. No electric fuel allowed.

6.4 Exhaust may be stock manifolds or 1 5/8" tube and 3" outlet headers. Must run past driver's compartment with a 100-decibel sound level. No 180-degree headers, over the top or tri-y headers.

6.5 Pump fuel only. No racing fuel allowed. No alcohol. No nitro.

6.6 (a) Crate Engine GM Part #88958604 must run in GM, Dodge, & Toyota. Ford may run GM Crate Engine Part #88958604 or Ford Crate Engine Part #M-6007-D347SR/415HP. No changes allowed internally or externally as this is a sealed engine. Any repairs must be pre approved and authorized. For information on reconditioning crate sealed motor call for information.

Rebuilt 604 crate acceptable (at this Time) but must be to factory specs and parts. Any rebuilds-all parts receipts must be submitted to the series for review, motors to be inspected and be inspected by Series qualified technicians. A Dyno test may be requested- if over the standard GM recommended HP by 5% - penalties will be addressed.

To use a NON-Crate motor-must be pre-authorized by a series official and subject to inspection, must remain references to motor rules and regulations. (not all non-crate motors will be allowed).

6.6 (b) Any 650 CFM carburetor is allowed.

6.6 (c) No spacers under carburetor. Can only use a single four-barrel gasket maximum 1/8" thick.

WEIGHT SUSPENSIONS

7.1 Maximum left side 57%.

7.2 Minimum weight 3000 lbs., race ready with driver. (Before and after the race).

7.3 Maximum rears weight 50%.

RULE CHANGE & CLARIFICATION

If you are building your own race truck, please contact one of the contacts below for clarification and inspection.

All new builds are subject to inspection prior to acceptance into the Series, non-negotiable.

All rules are subject to change as deemed necessary in the interest of fair competition for all teams.

If it does not appear in these rules, that does not mean that it is legal.

Any interpretation or deviations of these rules is left to the discretion of the officials. Their decision is final.

For information or clarification of these rules please contact:

CRAGI KELLER (SERIES PRESIDENT)

CELL : 780-815-5650

EMAIL : CRAIG@CJKWELDING.CA

DALE BETTCHER : (SERIES FOUNDER & PAST TRUCK MANUFACTURER)

CELL: 780-361-7305

EMAIL: DALELBET@HOTMAIL.COM

BRIAN SPARKS: (PAST TRUCK MANUFACTURER)

CELL: 780-842-8087

EMAIL: SPARKSB2@GMAIL.COM

RULEBOOK DISCLAIMER

No express or implied warranty of safety shall result from the publication 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 or death to a participant, spectator or official.

TIRE USAGE RULE

2022 – AMERICAN RACERS – (American Racer’s premium EC84 10” slick)

No other tire make will be allowed in the 2022 season!

EACH TEAM CAN PURCHASE NEW STICKER TIRES FROM AUTO CLEARING AS THEY ARE A SUPPORTING SPONSOR.

4 NEW STICKER TIRES ALLOWED FOR EACH RACE.

The same tires that were used for qualifying (marked) must be used for all heat races and the feature race. This will be strictly enforced.

Each truck must carry all Series Sponsors Decals and or Logos, as supplied to each team, at all times.

This is subject to inspection at any time. Failure to comply may result in a deduction of Sponsor payout.

Rule Violations:

If you are deemed in violation of any rules as per the Super Truck Tracing Officials, you will forfeit all points and tow money for that event. There will be zero tolerance for any modifications to the carburetor and/or engine.

“Run what you Brung” rule is in effect – RACE THE SAME TRUCK THAT WAS REGISTERED AND STARTED THE RACE DAY WITH, NO SWITCHING TRUCKS/NUMBERS DURING THE EVENT.