



Short Track Super Series Fueled By Sunoco Velocita-USA Modified South Region
2021 Rules & Procedures

Welcome to the 2021 Bob Hilbert Sportswear Short Track Super Series (STSS) Fueled By Sunoco! The series has grown significantly since its initial announcement in December 2013 through the support of racers, fans, track promoters and marketing partners.

Our mission for this series is to provide a manageable schedule of races attainable to the weekly racer that also offer lucrative pay structures, not only for the winners but all drivers through the field. We believe we have done that with our North and South regional schedule for 2021.

Below, we outline our standard operating procedures for the 2021 Short Track Super Series Fueled By Sunoco Velocita-USA South Region season. Please read carefully and feel free to reach out to series organizer Brett Deyo at bdmotorsportsmedia@gmail.com with specific questions.

ATTENDANCE: There will be one “drop” race in the Short Track Super Series South Region. Each driver’s best six finishes from the 10 ‘regular season’ events will be utilized to set the point standings entering the season finale ‘Mid-Atlantic Championship’ at Georgetown (Del.) Speedway. During the ‘regular season’ all events operate on 100-point schedules. The series finale at Georgetown Speedway offers increased championship points, on a 150-point schedule. Point breakdowns are included at the end of this document. Point standings will be posted at www.shorttracksuperseries.com the day after each series event.

ATTENDANCE BONUS: Drivers with perfect attendance over the first 10 events will receive a **75-point bonus** entering the ‘Mid-Atlantic Championship’ at Georgetown Speedway.

BACK-UP CAR: Any driver introducing a back-up car after the completion of qualifying (heat race or consolation) in a single-day show must start from the rear in their next event that night. This does not apply to multi-day events.

BALLAST WEIGHT: All lead ballast weight must be mounted between the frame rails using proper clamps with one (1) grade-8 bolt required for every 10 lbs. of lead being held. All lead should be painted white with and labeled with car number. No filling rubrails or body mounts with lead or other type of material. Weight is not permitted in axle tubes. No steel axle tubes.

BODY RULES: The Short Track Super Series South Region will mandate windows only/standard bodies at *all events* excluding the combined North/South event at Big Diamond Speedway in June, which will permit sail panels.

Standard Northeast dirt Modified body rules apply. Door heights are as follows: maximum height of 41 inches on the left side and 40 inches on the right.

Left-Side Measurement Points:

16 inches forward from centerline of rear axle: 45 inches maximum, 37 inches minimum
60 inches forward from centerline of rear axle: 41 inches maximum, 36 inches minimum

Right-Side Measurement Points:

16 inches forward from centerline of rear axle: 44 inches maximum, 36 inches minimum
60 inches forward from centerline of rear axle: 40 inches maximum, 35 inches minimum

There cannot be more than a one-inch difference from left door to right door in split.

Rear spoiler rule maximum height: 50 inches. Minimum ground clearance of 6 inches in door skirting and 8-inch minimum for rear quarter-panel skirting.

Aluminum around the fuel cell is optional with the Short Track Super Series.

All other measurements are to mirror the standard for Northeast dirt Modified racing.

When they are permitted, i.e., Big Diamond, sail panels must be even and mirror each other in size and shape, side-for-side. Maximum height when measured from the ground is 65 inches. Sail panels must extend no further forward than the rear of the driver's seat and no further back than the end of the quarter-panel. There will be no alterations (louvers, cut-outs, etc.) permitted to the sail panels. A roof spoiler/wickerbill, no taller than four inches, is permitted.

BRAKES: All four (4) corners must have brake calipers and rotors. Brake shut-offs are permitted. Random brake tests are possible at any time.

CHASSIS: Chassis, frame, rubrail and bumper specifications mirror those generally accepted in dirt Modified racing. Standard dirt Modified chassis only.

COMBINATION EVENT: The Tuesday, June 8 Short Track Super Series event at Big Diamond Speedway will offer points toward both the North Region and South Region.

CONDUCT: Competitors, teams and fans of the Short Track Super Series are expected to act with respect toward each other and event officials at all times. Drivers and car owners are responsible for the actions of their crews. Fighting and unsportsmanlike conduct will result in loss of points, disqualifications, fines and/or suspensions. Team members are not permitted on the speedway surface at any time without express permission of series officials. Team members are not permitted on the speedway surface at any time without express permission of series officials. Entering the speedway without permission will result in fines and/or suspensions.

CONTINGENCY AWARDS & BONUSES: All Short Track Super Series events include contingency awards, lap money and other bonuses. For your convenience, all “extras” are posted on www.shorttracksuperseries.com and will be broken up per-event and year-end. An effort will be made to distribute special awards on race night; if not, they will be mailed after each event.

DECALS: To be eligible for payout and/or point fund monies, all cars **must** be outfitted with the following decals: Short Track Super Series, Sunoco Race Fuels and American Racer. Decals of any competing brands must be concealed during Short Track Super Series events. See *diagram below*.



DISQUALIFICATIONS: Drivers who are disqualified forfeit monies earned and points accrued for said Short Track Super Series event. Drivers who are disqualified will receive DNQ points for said event. In the event of a disqualification, all drivers behind the DQ car will be moved up a position and will be compensated as such with points and payout.

ENGINES & WEIGHTS (SOUTH REGION): Big- and small-block engine combinations are permitted to run on the Short Track Super Series. Engines must be carbureted (no fuel injection). *Aluminum small-blocks are not permitted. Small-block engines larger than 450 cubic inches are not permitted.*

Standard STSS South Region rules are as follows for the 2021 season:

- “Delaware” Big-Block (more than 477 cubic inches) or all-aluminum Big-Block: 2,600 lbs.
- Big-Block/Big Small-Block (364 c.i.-477 c.i.): 2,500 lbs.
- Small-Block (max. 363 c.i. – *post-race tolerance 370 c.i.*): 2,400 lbs.
- Sealed PA/NJ Spec Small-Block – open carburetor (methanol): 2,350 lbs.
- CT 525: 2,300 lbs.
- Sealed PA/NJ Spec Small-Block – open carburetor (gasoline): 2,275 lbs.
- W-16: 2,250 lbs.

Alterations from these posted weights could be made for select events. Refer to general information sheet posted prior to each event. *Weights are subject to change by STSS officials to maintain competitive balance.*

EVENT INFO: All general/event information will be posted at least one month prior to each event on www.shorttracksuperseries.com. This information sheet will include pricing, times, etc.

FINES: All money received from drivers via fines will be added to the 2021 Short Track Super Series point fund.

FUEL: Gasoline or methanol is permitted on the Short Track Super Series. Please note Sunoco is the official fuel of the series and ***is required*** to be eligible for the \$10,000 and \$25,000 bonuses posted for the series and American Racer Cup by Insinger Performance (*bonuses dependent on completion of full schedule*). Sunoco 110, 112 or HCR (114) or equivalent are the preferred fuel types of the series.

GENERAL RULES & SAFETY: The following *minimum* safety guidelines are in place for the 2021 season.

Seat Belt/Restraint System

All cars must be equipped with a minimum of an SFI 16.5 or SFI 16.1 approved restraint system. System will be eligible for use in competition for two years from the date of manufacture or the expiration date. Seat belt systems shall be installed and used in accordance with manufacturer's instructions.

Protective Clothing

All drivers are required to wear a fire-resistant driving uniform meeting minimum SFI 3.2A/5 specification with label. Drivers must wear gloves at all times they are on the track. Driver's gloves must meet or exceed SFI 3.3 specification with label. Drivers should wear fire resistant accessories including head sock, under garments, shoes and socks. Shoes must meet the SFI 3.3 specifications with label.

Seats

All current seats must be constructed of aluminum or approved carbon fiber. Must be installed in accordance to seat manufacturer instructions.

Helmets

All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2010, Snell SA 2015, Snell SA2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.

Head And Neck Restraint

SFI 38.1 approved head and neck restraint is recommended.

Fire Suppression System:

Fire bottle/suppression system is recommended.

New Jersey State Laws apply for events held at New Egypt Speedway and Bridgeport Motorsports Park. The New Jersey website link follows:

<http://www.njsp.org/division/operations/mv-racetrack-info.shtml>

HEAT-RACE ASSIGNMENTS: Drivers are permitted to switch a heat race only in extreme circumstances (incident in hot laps, etc.) with express permission from the Short Track Super Series race director. Should a driver miss their assigned heat race, they will be automatically tagged onto the tail of a consolation.

LAPPED CARS: In the event of a caution flag at a Short Track Super Series event, lapped cars – in the order they are running – will drop to the rear of the field for the restart (heats, consolations and main events). In feature events only, the first driver one lap down will be waved around to the tail end of the lead lap via the Algonkin Motel ‘Lap-Down, Go-Around’ program. The driver causing the caution will not be eligible for the wave-around.

LINEUP CHANGES: In the event of a car “scratching” from a Short Track Super Series heat race, consolation or main event starting field, the cars behind said driver will “crisscross” to their new assigned position. The entire row *will not* move up.

LOCKER REARS: The use of locker rear-ends is prohibited. Solid spool rears only.

ONE-WAY RADIOS: One-way radios/scanners are mandatory at all Short Track Super Series events. The one-way radio frequency is 454.000.

MEMBERSHIP/ENTRY FEE: A full-season Short Track Super Series South Region entry is available for \$165 and covers car registration for all 11 South Region events *with the exception of the \$50,000-to-win Speed Showcase 200 (membership entitles \$15 off that event’s entry fee)*. At each event, the race-day registration is \$20 or \$15 in advance. All entry forms for the 2021 season will be posted at www.bdmotorsportsmedia.com. Drivers failing to enter/draw prior to the drivers’ meeting at each event are subject to starting last in their heat race.

PAYOUT: Race payouts will be available following the conclusion of racing at all Short Track Super Series events. The location of payout will be noted at each pre-race drivers’ meeting. *To avoid additional work for track and series employees, we do ask that you pick up your payout on race night!*

POINT FUND: The top-12 drivers at year-end in the South Region will share in a point fund. The champion is guaranteed \$10,000 and 12th-place \$1,000. Drivers making all series events unable to finish inside the top-12 will receive \$250.

POINT FUND DISTRIBUTION: The 2021 Short Track Super Series South Region point fund will be available at the series Awards Banquet (date and location TBA). Attendance at the banquet by car owner or driver is mandatory to receive awards.

PROVISIONALS: The two (2) drivers highest in Short Track Super Series South Region points unable to qualify will be eligible for provisional starting berths beginning at the season’s second event. Provisional starters will receive one-half green money. If an event pays \$400 to start, provisional starters would receive \$200 green money and increase their earnings from that point by moving up through the field. If an eligible driver declines a provisional, it will be offered to the next-highest driver in the standings unable to qualify. The host track reserves the right to add one (1) track regular. The addition of a track regular to the field is solely at the discretion of the host track operator. The host track operator is responsible for the cost of the added starter. *Note:* The top-two (2) drivers from the 2020 South Region point standings unable to qualify for the 2021 season-opening event will be eligible for “buy-in” provisional starting spots, but must relinquish green money.

PURSE STRUCTURES: The Short Track Super Series South Region standard purse structure is listed below. Purse structures for all Short Track Super Series events will be posted on www.shorttracksuperseries.com at least one week prior to each race event.

STSS South Region Minimum Purse Structure: 1) \$5,000; 2) \$3,000; 3) \$2,000; 4) \$1,500; 5) \$1,400; 6) \$1,150; 7) \$1,125; 8) \$1,100; 9) \$1,050; 10) \$1,000; 11) \$750; 12) \$650; 13) \$550; 14) \$450; 15) \$425; 16) \$415; 17-last) \$400. Provisional starters (-\$200).

ROUGH RIDING & OVERAGGRESSIVE DRIVING: Short Track Super Series officials will monitor all events for overaggressive driving and rough riding. Calls will be made at appropriate times.

QUALIFYING: At all Short Track Super Series South Region events, drivers will draw to determine heat-race starting positions. South Region events will utilize a straight-up draw/redraw method. Draws take place at the Short Track Super Series trailer in public view during the pre-race drivers' meeting. Drivers must register their cars prior to the start of the drivers' meeting for inclusion in the draw.

RACE DISTANCES: All heat races and consolations are a minimum of 8 laps in distance (some can be 10 depending on track size). Feature race lengths vary from 35 to 200 laps on the Short Track Super Series South Region. Events are all green-flag laps unless otherwise noted in the pre-race general information sheet.

RESTARTS: All restarts in heat races and consolations will be double-file on the Short Track Super Series. In main events, all restarts will be double-file until five (5) laps to go, at which time the field will restart single-file. Starter/race director/promoter reserves the right to revert to single-file restarts in the interests of time. Any variations will be noted in the pre-race general information sheet.

SCORING: The decisions of scorers at Short Track Super Series events are final. Race teams have 10 minutes following the completion of an event to question the order of finish. Teams should contact the host track pit steward or Short Track Super Series official with their comment/question. Finishes will be posted on each speedway lineup board shortly after the checkered waves at each event.

SINGLE-ENTRY POLICY: Drivers may only file one (1) entry at each Short Track Super Series event. Drivers are not permitted to enter two or more cars for the benefit of additional draw attempts.

SOCIAL MEDIA CONDUCT: Competitors on the Short Track Super Series are independent contractors compensated by the series via purse and point fund monies. Competitors are expected to uphold the integrity of this business relationship in all posts on social media. Any posts viewed as detrimental to the series, its officials, host facilities or marketing partners could result in a fine and/or suspension from competition on the series.

SUSPENSION: Suspension guidelines for the 2021 Short Track Super Series North Region:

- The front axle in all STSS Modifieds must be a straight, one-piece axle manufactured from magnetic steel tubing.
- Split axles, dropped axles or independent front suspension not permitted.
- A-Frames and/or ball joints will not be permitted for steering axis (kingpin only).
- Four-wheel steering by the steering wheel and/or any type will not be permitted.
- Only approved Modified front spindles permitted.
- Independent front and/or rear suspensions will not be permitted. No Cantilever suspensions allowed.
- Only conventional type closed shock absorbers and/or approved shock absorbers will be permitted for competition. Only single-shaft shock absorbers will be permitted and all shock absorbers must remain closed on one (1) end via conventional design.
- Air shocks are not permitted.
- One (1) shock per corner.
- The minimum wheelbase is 106 inches and maximum of 110 inches with a maximum tolerance of one-half (1/2) inch when measured from the centerline of the rear axle to the centerline of the front axle for both left and right sides.
- The maximum front tread width will be 86 inches with a minimum of 74 inches. The maximum rear tread width will be 86 inches and a minimum of 80 inches. These measurements will be taken from the outside edge of the sidewall of the tires on each side.

Dirt Modified suspension designs and applications are constantly evolving. The intent of the STSS is to accommodate the majority of suspension and suspension component designs being used in competition; as such the rules cannot be absolute. The STSS reserves the right to approve or deny any such evolutions from those currently utilized in dirt Modified racing.

TIRES: American Racer is the exclusive tire of the 2021 Short Track Super Series. Approved compounds for ALL South Region events are as follows: Front tires: American Racer 33 compound or harder; Left-rear: American Racer 44 compound or harder; Right-rear: American Racer 48 compound or harder. Any track or series stamp is legal. Any variations will be posted in the pre-race general information sheet. **No specialty tires or block-tread tires permitted.**

TRACTION CONTROL: The use of traction control devices is strictly prohibited. Vehicles suspect of traction control use by technical officials are subject to impound and inspection by the Short Track Super Series.

TRANSPONDERS: AMB Transponders are required at Short Track Super Series South Region events. Transponders must be charged and fully functional for scoring purposes.

TWO-WAY COMMUNICATION: Two-way communication between driver and crew is strictly prohibited at all Short Track Super Series events. Use of two-way communication will result in disqualification from the event and loss of accrued points and monies.

**ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME BY MANAGEMENT OF THE
SHORT TRACK SUPER SERIES TO ENSURE COMPETITIVE BALANCE. ALL OFFICIALS'
DECISIONS ARE FINAL!**

100-Point Distribution (Regular Season Events):

1. 100
2. 95
3. 90
4. 85
5. 80
6. 76
7. 72
8. 68
9. 65
10. 62
11. 60
12. 58
13. 56
14. 54
15. 52
16. 50
17. 48
18. 46
19. 45
20. 44
21. 43
22. 42
23. 41
24. 40 (through last)

Drivers failing to qualify will receive 25 points.

150-Point Distribution (Championship Event):

1. 150
2. 145
3. 140
4. 135
5. 130
6. 125
7. 120
8. 116
9. 112
10. 108
11. 104
12. 100
13. 96
14. 92
15. 88
16. 84
17. 80
18. 77
19. 74
20. 71
21. 68
22. 65
23. 62
24. 60 (through last)

Drivers failing to qualify will receive 35 points.