



Short Track Super Series Fueled By Sunoco River Valley Builders Modified North Region 2024 Rules & Procedures

Welcome to the 2024 Bob Hilbert Sportsweaver 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.

Below, we outline our standard operating procedures for the 2024 Short Track Super Series Fueled By Sunoco River Valley Builders North 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 North Region. Entering the ‘Hard Clay Finale’ at Orange County Fair Speedway in October, a driver’s worst finish will be dropped. All ‘regular season’ events operate on a 100-point schedule. The series finale at Orange County Fair 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 in all ‘regular season’ events will receive a **75-point bonus** entering the ‘Hard Clay Finale’ at Orange County Fair Speedway in October.

BACK-UP CAR: Any driver introducing a back-up car after the completion of qualifying in a single-day show (heat race or consolation) 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: Sail panels are permitted at ALL 2024 Short Track Super Series North Region events with the exception of the Fonda 200 in September. 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.

Door heights are as follows: maximum height of 41 inches on the left side and 40 inches on the right when measured 60 inches forward from the centerline of the rear axle.

Left-Side Measurement Points:

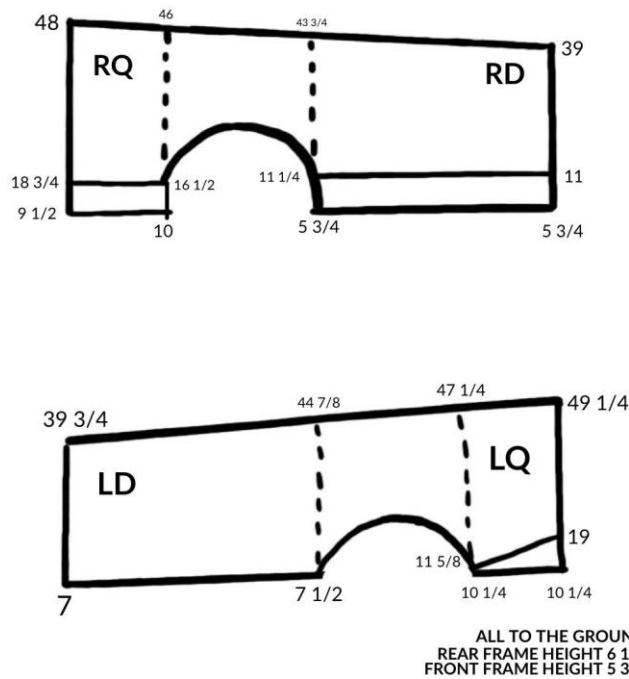
16 inches forward from centerline of rear axle: 45 inches maximum, 37 inches minimum
 60 inches forward from centerline of rear axle: 41 inches maximum, 36 inches minimum

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 when measured from the ground.

Please reference the diagram below for STSS door dimensions:



The maximum combined length of door and quarter together, front to back, is as follows:

- *Left Side:* 11 feet, 4.5 inches on the top of the combined door/quarter; 11 feet, 5 inches on the bottom of the combined door/quarter
- *Right Side:* 11 feet, 3 inches on both the top and bottom of the combined door/quarter

Composite plastic material may be utilized for right-side doors and quarter-panels only. Short Track Super Series officials reserve the right to approve or deny on a case-by-case basis.

Rear spoiler rule maximum height: 50 inches – must be even from left to right. Minimum ground clearance of 6 inches in door skirting and 8-inch minimum for rear quarter-panel skirting.

Body width, when measured at any point along the body line from front-to-back will be a maximum of 68 inches and minimum of 64 inches.

The maximum roof angle, per Short Track Super Series gauge, is 6 degrees.

Offset or skewed bodies are not permitted.

Aluminum surrounding fuel cell is optional for the Short Track Super Series.

*All other measurements are to mirror the standard for Northeast dirt Modified racing. **Short Track Super Series officials have final decision on all discrepancies.***

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

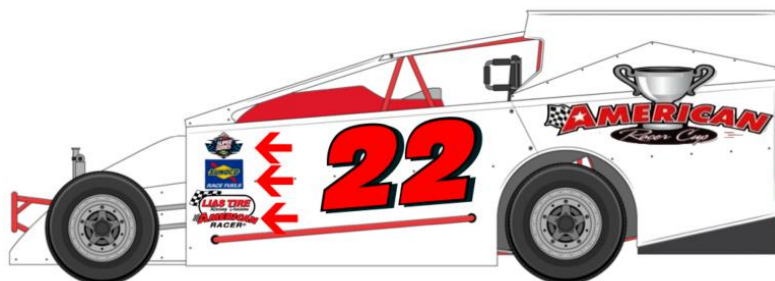
CHASSIS: Chassis, frame, rubrail and bumper specifications mirror those generally accepted in dirt Modified racing. Standard dirt Modified chassis only.

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 or suspensions. 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.

DATA ACQUISITION: The use of data acquisition is prohibited during all Short Track Super Series race events.

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.*



DRIVER ELIGIBILITY: The Short Track Super Series reserves the right to approve or deny the participation of all competitors. The decision of series officials is final.

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 (NORTH 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 'built' small-blocks are not permitted. Small-block engines larger than 454 cubic inches are not permitted. Big-block engines larger than 477 cubic inches and aluminum big-block engines are not permitted.*

Standard STSS North Region rules are as follows for the 2023 season:

- Big- and Small-Block engines: 2,400 lbs.
- Wegner LS 427 'Weekend Warrior' Spec: 2,350 lbs. (*must remain unaltered from Wegner*)
- PA/NJ/DIRTcar Spec Small-Block – open carburetor (methanol): 2,350 lbs.
- CT 525: 2,300 lbs.
- PA/NJ/DIRTcar 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 2024 Short Track Super Series point fund.

FUEL: Gasoline or methanol is permitted on the Short Track Super Series. Sunoco Standard (110 octane), Supreme (112 octane), HCR (114 octane), DXP (116 octane), SR18 (118 octane) or equivalent ONLY.

GENERAL RULES & SAFETY: The following *minimum* safety guidelines are in place for the 2024 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 8860-2018, Snell SA 2020, Snell EA 2016 or Snell SA 2015.

Head And Neck Restraint

SFI 38.1 approved head and neck restraint recommended.

Fire Suppression System:

Fire bottle/suppression system recommended.

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.

IN-COCKPIT ADJUSTMENTS: Brake bias and panhard adjustments ONLY inside the cockpit.

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.

MEMBERSHIP/ENTRY FEE: A full-season Short Track Super Series North Region entry is available for \$195 and covers car registration for *all* North Region events. At each event, the race-day registration is a minimum \$20 on race-day or \$15 in advance (increases for special events). All entry forms for the 2024 season will be posted at www.shorttracksuperseries.com or www.shopstss.com. Drivers failing to enter prior to the drivers' meeting at each event are subject to starting last in their heat race.

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

PAYOUT: Race payouts will be available following the conclusion of racing at all Short Track Super Series events. The location of payout is the series registration trailer. *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 North Region will share in a **\$46,650** point fund. The champion is guaranteed \$15,000 and 12th-place \$1,250. The complete point fund is as follows: 1) \$15,000; 2) \$7,500; 3) \$5,000; 4) \$4,000; 5) \$3,000; 6) \$2,500; 7) \$2,000; 8) \$1,750; 9) \$1,650; 10) \$1,550; 11) \$1,450; 12) \$1,250.

For 2024, a combined North/South point fund totaling \$40,000 will be available. These standings will be tabulated by combining North and South point totals. The point fund breakdown is as follows: 1) \$15,000; 2) \$7,500; 3) \$5,000; 4) \$4,000; 5) \$3,000; 6) \$2,500; 7) \$2,000; 8) \$1,750; 9) \$1,650; 10) \$1,550; 11) \$1,450; 12) \$1,250.

POINT FUND DISTRIBUTION: The 2024 Short Track Super Series North 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. In the event of no Awards Banquet being scheduled, point fund checks will be distributed on December 15, 2024.

PROTESTS: All protests must be turned into the Head Technical Inspector within 10 minutes of the conclusion of the race. The protest fee must be paid at the time of protest. Only the car owner or driver may submit the protest.

Any refusal of inspection or non-compliance with an official protest will result in the disqualification of the protested car.

If the protested car is found to be illegal, the protesting fee will be returned to the team filing the protest less the filing fee.

Any altercation relating to the incident with Officials and any other participants by the team filing the protest will nullify the objection.

Protest Fees are as follows:

Wegner Automotive Weekend Warrior Protest Fee - \$2,000 cash bond (partial) or \$7,500 cash bond (complete teardown)

Engine Teardown - \$1,750 cash bond (\$100 Protest Fee)

General Protest: \$500 cash bond (\$100 Protest Fee)

Series officials reserve the right to ask for a legality test at any time. Refusal of such by a race team will result in a disqualification. Series officials also reserve the right to deny any Protest Request.

Visual Protests may be filed up to 30 minutes prior to the start if a feature and must be accompanied by a cash bond of \$250 (\$50 Protest Fee). Officials have sole discretion as to what is considered a visual protest.

PROVISIONALS: The two (2) drivers highest in Short Track Super Series North Region points unable to qualify will be eligible for provisional starting berths. The first race of the season will revert to 2023 final point standings. After one event is complete, 2024 current point standings will be utilized. Provisional starters will receive one-half green money. If an event pays \$500 to start, provisional starters receive \$250 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.

PURSE STRUCTURES: The standard Short Track Super Series purse structure is listed below. All event purse structures are posted on www.shorttracksuperseries.com prior to each race date.

STSS North 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) \$540; 15) \$530; 16) \$520; 17) \$510; 18-24) \$500; Provisionals) -\$250.

QUALIFYING PROCEDURES: Qualifying Procedures "A" or "B" can be utilized on the Short Track Super Series and will be noted on pre-race event information sheets.

Procedure A: Drivers will draw for assignments of heat-race groups. Heat-race groups will hot lap together. Hot laps will be timed. Heat starting positions will be determined by hot lap times with an invert of the redraw positions: if the redraw is four (4), the fastest driver in each hot lap group will start fourth, with the fourth-fastest starting on the pole. Remaining starting positions will be "head's-up" based on time. Top finishers from the heat races transfer to the redraw. The remainder of heat-race qualifiers go directly to the features. Consolations (8 laps) and provisional starters will set the remainder of the field.

Procedure B: Drivers will draw for their starting positions in heat races. Top finishers from the heat races transfer to the redraw. The remainder of heat-race qualifiers go directly to the features. Consolations (8 laps) and provisional starters will set the remainder of the field.

RACE DISTANCES: All heat races and consolations are a minimum of 8 laps in distance (many are 10 laps). Feature race lengths can vary from 50 to 200 laps on the Short Track Super Series North Region. *Events are all green-flag laps unless otherwise noted in 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.

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.

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 2024 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 Short Track Super Series. Approved compounds will be posted on www.shorttracksuperseries.com one month prior to each event. Any track or series stamp is legal. **No specialty tires or block-tread tires permitted. No chemically altering of 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. *No driveshaft or wheel-speed sensors permitted.*

TRANSPONDERS: AMB Transponders are required at *all* Short Track Super Series North Region events.

Transponder Mounting: Transponders must be mounted on the right side no less than 24 inches behind the rear axle centerline at a height of 12 to 18 inches from the ground. For optimum function, the transponder should be mounted as close to the ground as possible. Transponder should be mounted with no obstruction between the transponder and the ground.

TWO-WAY COMMUNICATION: Two-way communication between driver and crew is strictly prohibited at all Short Track Super Series events. Crews may not utilize radio communication with their driver. One-way communication from the Short Track Super Series Race Director only.

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):

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.