



ELITE TALENT. ELITE MONEY. ELITE ENTERTAINMENT.

## **Short Track Super Series Fueled By Sunoco 'Elite Series' 2023 Rules & Procedures**

Welcome to the 2023 Bob Hilbert Sportswear Short Track Super Series (STSS) Fueled By Sunoco 'Elite' Series. The 'Elite' program returns for its second season with five high-paying events and a robust point fund at year-end as the STSS celebrates its **milestone 10<sup>th</sup> anniversary**.

Below, we outline our standard operating procedures for the 2023 Short Track Super Series Fueled By Sunoco 'Elite' Series. Please read carefully and feel free to reach out to series organizer Brett Deyo at [bdmotorsportsmedia@gmail.com](mailto:bdmotorsportsmedia@gmail.com) with specific questions.

**ATTENDANCE:** There are no "drop" events on the 2023 STSS 'Elite' Series. All five events count toward the overall championship. The first four events will operate on the 100-point schedule. The finale at Port Royal (Pa.) Speedway in October operates on the 150-point schedule. Point standings will be posted at [www.shorttracksuperseries.com](http://www.shorttracksuperseries.com) the day after each series event.

**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:** Body rules for the 2023 Short Track Super Series 'Elite' program will be as follows: windows will be mandatory at Hagerstown Speedway, Fonda Speedway and Port Royal Speedway. Sail panels will be permitted at Orange County Fair Speedway and Utica-Rome Speedway.

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

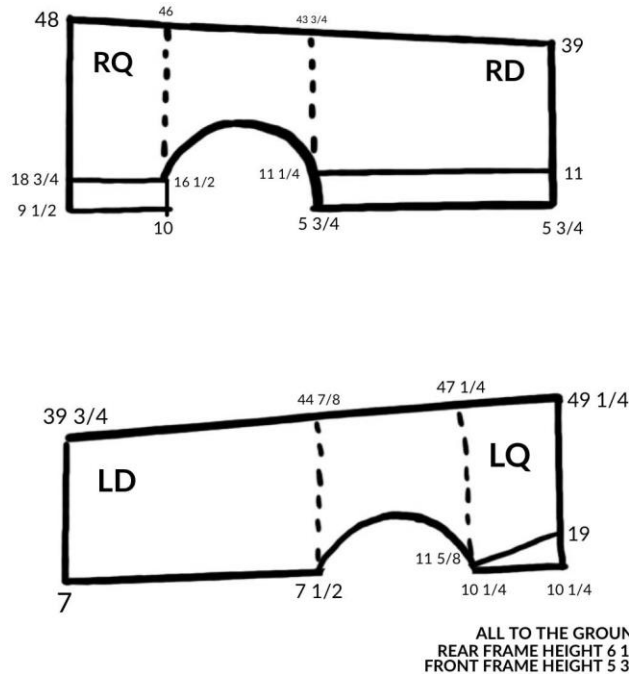
### ***Right-Side Measurement Points:***

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

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.

Maximum 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.

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

*When they are permitted, 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.*

*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.

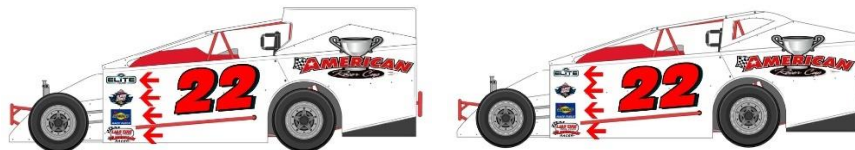
**CHASSIS:** Chassis, frame, rubrail and bumper specifications mirror those generally accepted in dirt Modified racing. Standard dirt Modified chassis only.

**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 and/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](http://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: Elite Series, 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 diagrams 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 (ELITE SERIES):** Engine and weights for the 2023 Short Track Super Series ‘Elite’ program will be as follows:

For the ‘Elite’ events at Orange County Fair Speedway, Utica-Rome Speedway and Fonda Speedway, North Region rules apply:

- Big- and Small-Block engines: 2,400 lbs.
- Wegner LS 427 ‘Weekend Warrior’ Spec: 2,350 lbs.

- 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.

For the 'Elite' events at Hagerstown Speedway and Port Royal Speedway, South Region rules apply:

- "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.
- Wegner LS 427 'Weekend Warrior' Spec: 2,350 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.

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](http://www.shorttracksuperseries.com). This information sheet will include pricing, times, etc.

**FINES:** All money received from drivers via fines will be added to the 2023 Short Track Super Series point fund.

**FUEL:** Gasoline or methanol is permitted on the Short Track Super Series. 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 2023 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 Snell 2015 or newer.

**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/qualifying 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 'Elite' entry is available for \$250 and covers car registration for *all* 'Elite' events. All entry forms for the 2023 season will be posted at [www.shorttracksuperseries.com](http://www.shorttracksuperseries.com) or [www.shopstss.com](http://www.shopstss.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 'Elite' program will share in a **\$43,450** point fund. The point fund is as follows: 1 - \$15,000; 2 - \$6,000; 3 - \$3,500; 4 - \$2,800; 5 - \$2,500; 6 - \$2,300; 7 - \$2,200; 8 - \$2,100; 9 - \$2,050; 10 - \$2,000; 11 - \$1,600; 12 - \$1,400.

**POINT FUND DISTRIBUTION:** The 2023 Short Track Super Series 'Elite' 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, 2023.

**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:***

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

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

Track 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. Track 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 'Elite' points unable to qualify will be eligible for provisional starting berths beginning at the season's opening event. At the first event of the season, provisional starters are based on final 2022 'Elite' point standings. At Event No. 2 and beyond, provisionals revert to 2023 standings. Provisional starters will receive one-half green money. If an event pays \$1,000 to start, provisional starters would receive \$500 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. Two regional provisionals, offering half green money, will accompany the 'Elite' provisionals dependent on accompanying region, North or South. 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 Short Track Super Series 'Elite' purse structures are listed below. Purse structures for all Short Track Super Series events will be posted on [www.shorttracksuperseries.com](http://www.shorttracksuperseries.com) at least one week prior to each race event.

**The minimum purse structure for the \$12,000-to-win events is as follows:** 1 - \$12,000; 2 - \$6,000; 3 - \$3,500; 4 - \$2,800; 5 - \$2,500; 6 - \$2,300; 7 - \$2,200; 8 - \$2,100; 9 - \$2,050; 10 - \$2,000; 11 - \$1,600; 12 - \$1,400; 13 - \$1,200; 14 - \$1,100; 15 - \$1,050; 16-Last: \$1,000.

**The minimum purse structure for the Fonda 200 is as follows:** 1 - \$53,000; 2- \$20,000; 3 - \$10,000; 4 - \$7,000; 5 - \$4,000; 6 - \$3,000; 7 - \$2,500; 8 - \$2,250; 9 - \$2,000; 10 - \$1,750; 11 - \$1,700; 12 - \$1,650; 13 - \$1,600; 14 - \$1,550; 15 - \$1,500; 16 - \$1,450; 17 - \$1,400; 18 - \$1,350; 19 - \$1,300; 20 - \$1,250; 21 - \$1,200; 22 - \$1,150; 23 - \$1,100; 24 - \$1,050 - 25-Last - \$1,000.

**The minimum purse structure for the Speed Showcase 75 at Port Royal is as follows:** 1 - \$50,000; 2- \$20,000; 3 - \$10,000; 4 - \$7,000; 5 - \$4,000; 6 - \$3,000; 7 - \$2,500; 8 - \$2,250; 9 - \$2,000; 10 - \$1,750; 11 - \$1,700; 12 - \$1,650; 13 - \$1,600; 14 - \$1,550; 15 - \$1,500; 16 - \$1,450; 17 - \$1,400; 18 - \$1,350; 19 - \$1,300; 20 - \$1,250; 21 - \$1,200; 22 - \$1,150; 23 - \$1,100; 24 - \$1,050 - 25-Last - \$1,000.

**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 'Elite' events, drivers will draw to determine heat-race/qualifying race starting positions. 'Elite' 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 (select events will have longer qualifying races). Feature race lengths can vary from 50 to 200 laps on the Short Track Super Series 'Elite' Series. *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 2023 Short Track Super Series 'Elite' program:

- 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](http://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 Short Track Super Series events. Transponders must be charged and fully functional for scoring purposes.

***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 (First Four 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.*