



Short Track Super Series Fueled By Sunoco 2025 Modified
'Sunshine Swing' Rules & Procedures

Bob Hilbert Sportswear Short Track Super Series (STSS) Fueled By Sunoco Modifieds will compete under the following rules package during the 2025 'Sunshine Swing' at All-Tech Raceway in Lake City, Fla., Tuesday-Saturday February 4-8, 2025. Practice takes place on Tuesday, Feb. 4, and racing is set for Wednesday-Saturday Feb. 5-8.

Engines & Weights:

Big-Block (max. 480 cubic inches) or Open Small-Block (max. 454 cubic inches): 2,450 lbs.
Wegner Automotive 'Weekend Warrior' LS 427 (must meet spec sheet) or Small-Block (Max. 370 cubic inches): 2,400 lbs.

PA/NJ/DIRTcar Spec, W-16, CT-525: 2,350 lbs.

**All weights are track-scale pounds, taken post-race with driver in car*

**Steel -blocks only with exception of combinations noted above.*

Ignition:

Single ignition systems ONLY. Switching from one ignition system to another will not be permitted.

No programmable ignition boxes. **MSD 6530, 65303 or 7531 & Fast Ignition 30722 ARE PROHIBITED**

If in doubt, ask before using any other ignition box other than the list below.

MSD 6425-64253 (Black)

MSD 6430 (Red)

MSD 6427 (Red)

MSD 6428 (Red)

MSD 64316 (Red)

MSD 6632 (Black)

An optional crank trigger is permitted.

A magneto is permitted.

LS Engine Platform Ignitions:

MSD 6014CT – Circle Track LS Ignition Control – ONLY

**Subject to STSS spec timing curve testing by MSD Part No. 89973 Race Ignition Test Tool*

General Rules:

General rules follow those in place by the Bob Hilbert Sportswear Short Track Super Series (STSS) Fueled by Sunoco (www.shorttracksuperseries.com).

Body Rules:

Standard STSS body rules apply (*no sail panels for 'Sunshine Swing' events*). For 2025, STSS will adopt DIRTcar body rules. Any exceptions will be noted.

Doors:

The top of the door when measured from the ground will be a maximum of 38 inches and a minimum of 30 inches when measured 60 inches from the rear axle centerline. The rear of the door when measured from the ground will be a maximum of 42 inches to the top of the door when measured 16 inches from the center of the rear axle centerline of the rear forward.

The ground clearance on the bottom of the doors must maintain a maximum of 12 inches and a minimum of 6 inches from the ground.

Composite Panels:

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

Quarter Panels:

The rear quarter panels must be symmetrical in height, with or without plastic, and no holes. The rear quarter panels must be a maximum of 47 inches and a minimum of 40 inches from the ground at the rear and continue in a straight line with the top of the door.

A maximum 2-inch fender flare may be used, but the overall body width must maintain a maximum of 68 inches. The rear quarter panels may extend rearward a maximum of 48 inches when measured along the top plane of the rear quarter panel and a minimum of 44 inches at the bottom when measured from the center of the rear axle to the rear of the car.

A maximum of 16 inches and a minimum of 8 inches of ground clearance (when measured from the ground to the bottom of the rear quarter) will be permitted.

The plastic/rubber material utilized on the rear of the car may extend a maximum of 16 inches from the ground to a minimum of 8 inches from the ground on either side of the car. The panels may have one side plastic on one (1) side only provided the panel remains completely symmetrical.

Flanges at a 90-degree angle may be added to the rear quarter panels. The flange may only be added for the purpose of strengthening the panel. The flange must not exceed ¾-inch in length or width and must be mounted in a vertical position. Rear quarter panel flanges must face inward toward the centerline of the chassis. Air directional devices and/or side mounted spoilers of any type, which extend past the outside edge of the flat plane of the body will not be permitted.

Rear Wing Upper Window:

The rear wing window upper profile must not extend above a straight line projected from the rear of the roof to a point 3 inches higher than the rear deck. A minimum 2-inch indent in the profile, so as not to make the panel a fast back is mandatory. The maximum base length will be 61 inches. The left and right must be of the same style and dimensions (symmetrical). All rear wing(s) must have an opera-type window. The window must be lexan. Lexan and aluminum must have one continuous, curved bow. Bends or breaks in the Lexan area of the window will not be permitted. Lexan must also be the bulk of the space. The rear view of the wing window must go in a straight line from the top of the quarter panel (tangent) or bodyline to the roof with a maximum gradual bow of 2 inches in the center of the wing window.

Rear Spoiler:

Rear spoiler rule maximum height: 50 inches – must be even from left to right. Spoiler may be constructed of lexan or aluminum.

Body Width:

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.

Height Requirement:

The maximum overall height of the car is 62 inches with a minimum of 53 inches measured from the ground.

The maximum roof angle is 10 degrees with no tolerance

Offset or skewed bodies are not permitted.

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

Short Track Super Series officials have final decision on all discrepancies.

Fuel:

Sunoco is the preferred fuel of the Bob Hilbert Sportswear Short Track Super Series. Sunoco 110, 112, HCR (114 octane), DXP (116 octane) or equivalent ONLY.

Tires:

Right-Rear: American Racer 53 compound ONLY

Left-Rear: American Racer 44 compound ONLY

Right-Front: American Racer 44 compound ONLY

Left-Front: Any American Racer compound

**Any track or series stamp is permitted. No specialty or block-tread tires. No softening or chemically altering of tires.*

Qualifying Procedure:

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 8-lap heat races transfer to the redraw. The remainder of heat-race qualifiers go directly to the features. Consolations (8 laps) will set the remainder of the starting field. After the first night of ‘Sunshine Swing’ competition, two provisional starters will be added (see “Provisionals” below).

Any driver introducing a back-up car after the completion of qualifying (heat race or consolation) must start from the rear in their next event that night.

In the event of a car “scratching” from a 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.

Drivers may only file one (1) entry at each ‘Sunshine Swing’ event. Drivers are not permitted to enter two or more cars for the benefit of additional draw attempts.

Point System:

The first three events (Wednesday, Thursday, Friday) of the ‘Sunshine Swing’ will operate on the 100-point system. The final night (Saturday) will utilize Championship Points, based on the 150-point breakdown. The tiebreaker will be the order of finish on the final night.

Provisionals:

There will be no provisionals for the Opening Night of the ‘Sunshine Swing’ at All-Tech Raceway (26 cars minimum will qualify). After the completion of Night No. 1, ‘Sunshine Swing’ point standings will be utilized for provisionals. The two highest drivers in ‘Sunshine Swing’ point standings unable to qualify will be offered provisional starting positions (*half green money*).

The series standard is to qualify 24 cars through heat races and consolations with provisionals added to that number.

Starts & Restarts:

All heat-race and consolation restarts are double-file. Feature events will go double-file until five (5) laps remaining. All starts and restarts occur in the Sunoco Race Fuels Start Zone. After the completion of one (1) lap, the leader may choose inside or outside. Lapped cars drop to the rear in the order they are running. The highest-running lapped car at the time of a caution will be waved around at the time of a caution and get a lap back.

Transponders:

AMB Transponders are REQUIRED for all ‘Sunshine Swing’ 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.

One-Way Radios:

One-way radios are mandatory. Frequency is 454.000. NO two-way communication between driver and crew.

Weeklong Car Registration/Temporary Membership:

The weeklong 'Sunshine Swing' STSS Modified registration/temporary membership can be purchased in advance for \$130. The form has been posted on the Short Track Super Series website. Individual fees are \$30 each for Wednesday, Thursday and Friday nights and \$40 for Saturday night.

Point Standings:

Points will be tabulated during the 'Sunshine Swing' utilizing the established STSS 100-point structure for the first three nights (Wednesday, Thursday and Friday). Saturday will utilize the 150-point structure. The tiebreaker will be the order of finish on the final night.

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.

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.

Contingency 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.

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.