



Short Track Super Series Fueled By Sunoco 2026 Sportsman Madsen Overhead Doors North Region Rules & Procedures

Bob Hilbert Sportswear Short Track Super Series (STSS) Fueled By Sunoco Sportsman will compete under the following rules package during the 2026 Madsen Overhead Doors North Region.

Engine Rules:

GM Crate 602 engines only. Engines must remain in stock condition. Must be factory sealed by GM or an approved track or organization. Tampering with seals will result in an automatic full engine inspection at the owner's cost. All internal parts must remain stock (see: "Valve Springs" below). STSS officials have the right to perform any tests including but not specific to rocker arms, pushrod and valve spring inspection, tests of cubic inch, compression ratio and Cam Doctor. Any engine competing with the STSS is subject to further testing and confiscation by series officials.

Valve Springs

Any factory appearing Valve Spring is permitted so long as the Valve Spring remains under 1.250 OD. No additional tolerance will be permitted.

Carburetor/Fuel Delivery System:

Carburetors must be 650 or 650 HP ONLY. All carburetors must pass series go/no-go gauges (*please contact series tech inspection team if you are unsure*). Must be of Holley design: no billet center sections (billet base plate permitted). Metering blocks and bowls must be of stock appearing design. Booster height must remain stock; no cutting or polishing. Must have straight-leg boosters. One-inch carburetor spacer (maximum open hole). No divider or cutting marks. Drilling holes in throttle plates for proper idling permitted. Plugging vacuum ports permitted. Welding throttle shaft to linkage arm and drilling of idle or high-speed air correction jets is permitted. Only two (2) standard thickness carb gaskets permitted. Must run stock mechanical type fuel pump bolted to the engine, driven by the camshaft via a pushrod. No electric fuel pumps of any kind.

Distributor:

Distributor must be stock-appearing. Welded distributors and/or lockout plates are permitted. Must have stock appearing module and coil.

Rev Box:

All cars are required to utilize the MSD Digital Rev Box No. 8727CT. All wires must be visible. No cutting of any wires permitted. Ground wire MUST be grounded to the intake only with nothing else attached. There is a spud on the left side of the intake between the carburetor and distributor for this purpose. A maximum RPM of 6,200 permitted. All boxes are subject for confiscation for further testing. Rev box must be mounted outside the reach of the driver in the

engine compartment. Rev box RPM must be visible to series officials without removing the hood and/or panels. A small hole/opening is acceptable.

Tachometer:

Tachometers will not be used. The wiring must remain as specified by the ignition amplifier box manufacturer. No wiring will be allowed to be plugged into the distributor except the 8727CT wiring harness. External wiring that was previously plugged into the tach pigtail must remain unplugged.

Body Rules:

STSS will utilize 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 $\frac{3}{4}$ -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.

Rubrails:

Single or double rubrails permitted on either side.

In-Cockpit Adjustments:

Panhard bar adjustors permitted. Brake bias permitted. Right-front shutoff permitted (only).

Water Pump:

Any mechanical water pump – steel or aluminum – is allowed. Must be driven by the front-drive belt system. Electric water pumps are prohibited.

Headers:

All headers permitted with the exception of stainless. Evacuation systems and vacuum pumps are prohibited.

Oiling System:

Oil coolers are permitted. No external oil pump systems. Oil coolers can be mounted under or in front of the radiator or under the left-side wing area, no further back than the rubrail.

Fan:

No electric fans. Plastic, steel or aluminum fans are permitted.

Rear-End/Driveline:

No locker rear ends of any kind. Rears may be 8 or 10 inch ring-and-pinion. No midget rear-ends. Steel or aluminum yokes are permitted. Steel driveshafts only. No titanium driveshafts, jackshafts, axles or driveline components. No titanium rotors or bolts of any kind.

Data Acquisition:

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

Traction Control:

Traction control devices/systems of any kind are PROHIBITED. *No driveshaft or wheel-speed sensors permitted.*

Titanium:

Titanium is PROHIBITED anywhere on the car.

Fuel:

Sunoco Race Fuels is the preferred fuel of the Bob Hilbert Sportswear Short Track Super Series Sportsman program. Sunoco 91, Can-Am Crate (98 octane), Sunoco 98/100, Sunoco 110 or equivalent - ONLY. **NO OXYGENATED FUELS.** Fuel is subject to testing by the Short Track Super Series at any time.

Wheels:

Steel or aluminum wheels are permitted. No titanium bolts are to be used for bead-locks or bolting together a wheel.

Tires:

American Racer is the exclusive tire of the 2026 Short Track Super Series. Approved compounds will be posted on www.shorttracksuperseries.com prior to each event. **No specialty tires or block-tread tires permitted. No softening or chemically altering tires.**

Minimum Weight:

All cars must weigh 2,350 lbs., post-race, with driver in car. *Track scale pounds.*

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.

Shocks:

No remote canister shocks. Shocks can be adjustable but all knobs or clickers may not be accessible while mounted on the race car. Must remove shock from the race car to change the compression/rebound and/or bleeds. The only adjustment allowed with the shock mounted on the car is gas pressure through a Schrader valve. All shocks must be on the open market and available for purchase. One (1) shock per corner ONLY.

Springs:

One (1) spring per corner. No stack springs permitted.

A maximum of one (1) 2 1/4 inch foam type rubber (Christmas-tree style) bump stop will be allowed.

One (1) take-up spring with a maximum rate of 5 lbs. per corner permitted.

One (1) spring rod permitted on the rear of the car (either side).

Spring Rubbers:

One (1) spring rubber per corner permitted.

General Rules & Safety: The following *minimum* safety guidelines are in place for the 2026 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 2025 or Snell SA 2020.

Head And Neck Restraint

SFI 38.1 approved head and neck restraint recommended.

Fire Suppression System:

Fire bottle/suppression system recommended.

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 heat races (8 laps) 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. Any deviations from this Qualifying Procedure will be noted on pre-race information sheets.

Should a driver miss their timed hot lap group, they will automatically tag the rear of a heat race.

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 STSS event. Drivers are not permitted to enter two or more cars for the benefit of additional draw attempts.

Provisionals:

After the first race of the season, there will be two series provisionals offered to the highest two drivers in the standings unable to qualify (*half green money*). The highest-ranked driver in host track points unable to qualify is also eligible for a provisional (*relinquish green money*).

At the opener for each region, the highest two drivers from the previous season’s point standings are eligible for a provisional (*half green money*). The highest-ranked driver in host track points unable to qualify is also eligible for a provisional (*relinquish 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. Starts are double-file through five laps remaining in all feature events. In the event of two cautions on the same lap, the next restart will revert to single-file. Double-file restarts will resume after a green-flag lap is completed. With five laps remaining in a feature event, starts will revert to single-file. All starts and restarts occur in the Sunoco Race Fuels Start Zone. After the completion of one (1) green-flag lap, the leader may choose inside or outside. Lapped cars drop to the rear in the order they are running.

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.

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:

Complete GM Crate 602 Tear Down - \$8,000 cash bond (\$100 Protest Fee)

Partial GM 602 Crate Tear Down - \$1,750 cash bond (\$100 Protest Fee)

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

Fuel Protest - \$300 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. 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.

Fines:

Any and all moneys received from drivers via fines will be added to the 2026 Short Track Super Series point fund.

Transponders:

AMB Transponders are REQUIRED for all Short Track Super Series 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.

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.

One-Way Radios:

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

Two-Way Radio 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.

Temporary Membership/Entry Fee: A full-season Short Track Super Series Sportsman North Region entry is available for \$105 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). Teams may register in advance through the My Race Pass app.

Point System:

Every STSS Sportsman Madsen Overhead Doors North Region event counts toward the championship (**no drop races**). All 'regular season' events operate on a 100-point schedule. The series finale at Fonda 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 event.

Minimum Pay Structure:

The minimum pay structure for STSS Sportsman events is as follows: 1) \$1,500; 2) \$700; 3) \$400; 4) \$300; 5) \$250; 6) \$225; 7) \$200; 8) \$175; 9) \$150; 10) \$125; 11) \$115; 12) \$110; 13) \$105; 14-24) \$100; Series Provisionals) -\$50; Track Provisional) -\$100.

Point Fund:

The top 10 drivers will share in a \$4,025 total point fund is as follows: 1) \$1,500; 2) \$700; 3) \$400; 4) \$300; 5) \$250; 6) \$225; 7) \$200; 8) \$175; 9) \$150; 10) \$125.

The point fund distribution will be pro-rated based on race team attendance for 2026. If a team attends 100% of the points-paying races, point fund distribution is 100%. If a team attends 90%, point fund distribution is 90%.

Speedway/Pit Area 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.

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.

Driver Eligibility:

Drivers with extensive Modified racing experience should contact series officials for permission to participate prior to competing in any Sportsman event.

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 all STSS events. *See diagram below.*



**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.