

Southern Texas Late Model Series Rules:

STLMS SERIES DIRECTOR - Kody Hardage – (210) 827-0229

2017 Southern Texas Late Model Series Rules:

BODIES

- A. Nosepiece and roof must match body style of car.
- B. All cars must have a minimum of one inch (1") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge will not be permitted. Body roll must go from sides over interior, not interior over sides.
- C. Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.
- D. Driver's seat must remain in the same general area as the general design of the car.
- E. Windshield screen or bars are mandatory. (6 race grace period)
- F. Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof.
- G. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- H. Bodyline must be a smooth even line from front to rear.
- I. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.
- J. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- K. No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect and mounted only from the upper right frame rail to the lower right frame rail, and may not extend forward beyond the motor plate, or rearward beyond the 4-bar plates.
- L. All non-approved bodies will be assessed a fifty pound (50#) minimum weight penalty.
- M. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.
- N. Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must

have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and cannot have more than one inch (1") opening from the in height at the front.

O. No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

STOCK NOSEPIECES

A. The Series Technical Inspector must approve all stock nosepieces.

B. Nosepieces must be made of molded type material.

C. Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted.

D. The nosepiece must be mounted so as not to alter its original shape.

E. No material can be removed from the nosepiece. No cutting from bottom, top or sides is permitted.

F. Adding to the bottom of the nosepiece in the front achieving lower ground clearance is permitted.

G. A stock nosepiece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward.

ROOF AND ROOF SUPPORTS

A. The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").

B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").

C. Roof must be stock appearing and mounted level.

D. Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground.

E. The roof must be mounted parallel to body and near center of the car.

F. A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") roll is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).

G. No Flat, Odd Shaped or Bellied Roofs allowed.

H. All roof side panels must extend to the edge of the body. Maximum Roof side panel window size – seventeen inches (17") at the top, forty-three inches (43") maximum at the bottom. The window area may be covered with clear Lexan or transparent material. Decals will be permitted but must meet the

dimensions in the drawing. Maximum two-inch (2") bow in either direction in rear roof side panels is permitted.

I. Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width. J. Any sun shields, four inch (4") maximum, must be able to hinge for easy exiting of car.

FRONT FENDERS AND HOOD

A. Must be level and flat from left to right side of car.

B. Fenders are not permitted to gain height from rear to front of car.

C. No part of fender or hood can be outside of the bodyline.

D. The front fender can be a maximum of thirty-six inches (36") in height. Height is measured vertically from the ground to the top of the fender behind the front tires.

DOORS

A. Door to door cannot exceed seventy-six inches (76") in width at the top of the doors.

B. Door to door cannot exceed eighty- two inches (82") in width at the bottom in the center of the car.

C. Doors cannot exceed thirty-six inches (36") in height measured from the ground.

D. At no point can the door sides break in towards the center of the car between the top and bottom measurements.

E. The minimum ground clearance permitted is three inches (3").

QUARTER PANELS

A. No offset quarter panels permitted. Must be equally tapered towards the center of the car.

B. Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.

C. At no point can quarter panel sides break in towards center of the car.

FRAMES

A. No aluminum frames permitted in construction of car.

NO STOCK CLIP CARS ALLOWED!!!

B. Minimum 103" wheelbase.

C. Rectangle or Square Tubing: The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness. MAXIMUM 2" X 3"

D. Tube Frame: The frame of all cars must be constructed of a minimum of one and three-quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.

E. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.

F. It is recommended that all cars be equipped with a tow hook or strap.

G. All battery supports must be braced in two axis - two horizontal and one vertical.

ROLL CAGES

A. Cars must have a suitable steel roll cage in drivers' compartment including headrest.

B. Side roll bars are mandatory and must extend into the door panels.

C. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1½") in diameter with a minimum thickness of ninety-five thousandths inch (.095").

D. Roll cage must be welded to the frame.

E. Roll cage must be above the drivers' helmet.

F. No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.

INTERIORS

A. Interior is permitted to be dropped to the middle of the car a maximum of three inches (3") below the top of doors and a minimum of twelve inches (12") below the roll cage.

B. Interior must gradually taper up to the quarter panel height and be level for thirtytwo inches (32") from the rear of the quarter panel.

C. Interior must be fastened flush at the top of the door and quarter panels and may taper gradually towards the center of the car not creating a "lip effect".

D. Interior must run in a straight line from behind the drivers' seat to the rear spoiler.

E. If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.

- F. All cars with interior panels must at NO point in the car be over three inches (3") in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel.
- G. If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons.

SPOILER

- A. Rear spoiler must be manufactured of material of adequate strength such as Lexan or Aluminum.
- B. Rear spoiler material maximum eight-inch (8") height measured from deck to tip of material. Maximum seventy-two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.
- G. Cars running 602 or 604 crate engine may run 12" spoiler. Must be sealed in accordance with Nesmith rules.

HEADERS/MUFFLERS

1. Collector type headers required.
2. Mufflers shall be optional unless required by local track rules. All drivers will be responsible for meeting decibel requirements at tracks that require mufflers.
3. If mufflers are required, then all mufflers must be securely attached to all cars. Pop riveting of mufflers will not be permitted. It would be strongly recommended that mufflers be welded to headers.

WEIGHT/ENGINES

1. Aluminum Block Engine – 2300 lbs. min. at all times.
2. Steel Block Engine – 2250 lbs. min. at all times.
3. GM 602 or 604 crate engine – 2200 lbs. min. at all times. Must be sealed in accordance with Nesmith rules. Any engine not sealed properly will fall into engine category 2.
4. Maximum engine setback will be six inches for all cars. Measured from center of ball joint to the number 1 (one) front spark plug hole. WISSOTA CARS CAN RUN 8" SETBACK, BUT WILL HAVE 100LB with 50 Lbs. forward of motor plate.
5. All engines are limited to one (1) spark plug and two (2) valves per cylinder.

6. Magnetos are permitted, but all cars must have an operating self starter.
7. ANY ATTACHED WEIGHTS MUST BE SECURELY BOLTED TO FRAME, AND MUST BE PAINTED WHITE OR SILVER AND HAVE CAR NUMBER CLEARLY PAINTED ON THEM. Due to the high risk factor involved, any car that loses a lead weight during any event may be banned from series events for the rest of the season or fined. Two attaching mounts are required for any weight over ten pounds.
8. No weights may be attached to rear bumper, or above the deck level.
9. No lead pellets—No liquid weights.

TIRES

Any Hoosier shoulder platted D-55, or American Racer MD-56 MUST PUNCH 60 (actual number to be determined at track due to temperature change). If you choose to use tire warmers, and punch numbers are low, you will be given the choice to change tires or not be scored.

TIRE ALTERATIONS

Chemical alterations of any tires are strictly prohibited. No tire softeners or conditioners which alter the chemical compound of the tire will be permitted. This includes, but is not limited to, tire soaking, tire conditioners, rolled on tire prep, internal applications or the use of tread softeners. This will be strictly enforced.

RACECEIVERS

1. Raceceivers are Mandatory to be worn by all racers in heat races, consis, and features. Any driver not responding to instructions will be moved to the rear. If still refusing to respond to flagman motioning to go to the rear, driver will be black flagged.

TRACTION CONTROL DEVICES

- 1) All traction control devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited.
- 2) Adjustable ping control devices, dial a chip controls, timing controls, or automated throttle controls are NOT permitted in the cockpit or any other position accessible to the driver.
- 3) Any remote controlled components inside or outside the cockpit of any competitor's race car are NOT permitted.
- 4) No data acquisition systems are permitted.
- 5) Any competitor found with any of the above could be disqualified and suspended for up to a year.

SUSPENSION

Axle Housing, Rear Differential

A. The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.

B. The center section of the axle housing must be manufactured of either aluminum or magnesium.

C. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted.

D. The outside diameter of the axle tubes must not exceed three (3) inches.

E. Axle tube internal inserts or external sleeves will not be permitted.

F. The addition of any ballast weight to the axle housing will not be permitted.

Axle Housing Mounts

A. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild steel.

B. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.

C. When fabricating axle housing mounts detail must be paid to functionality.

D. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible. (Same material must be used on both sides).

Rear Suspension Attaching (Radius) Rods

A. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum

B. Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch.

C. Rods must be fixed. No spring rods, shock absorber type rod, or rod with any type of movement will be allowed.

Brakes, Brake Components, Wheel Hub:

- A. Brake calipers must be manufactured of aluminum.
- B. The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
- C. Brake rotors must be manufactured of magnetic or stainless steel.
- D. Brake rotors must be used as produced by the brake rotor manufacturer.
- E. Wheel hubs must be manufactured of aluminum or magnesium.
- F. Wheel hubs must be used as produced by the wheel hub manufacturer.
- G. The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds.

Wheel, Wheel Discs, Wheel Spacers:

- A. Only aluminum wheels will be permitted.
- B. Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16 inch diameter magnetic steel hex head bolts. **(RECOMMENDATION ONLY AT THIS POINT. COULD BECOME MANDATORY IN THE FUTURE)**
- C. Only aluminum wheel spacers will be permitted. Wheel spacers must not be fastened to the wheel.
- D. The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds*. *The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.

Springs:

- A. Coil springs or leaf springs will be permitted.
- B. Coil springs must be manufactured from magnetic steel.

C. Leaf springs must be manufactured from either magnetic steel or approved composite material.

D. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.

E. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.

F. Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted,

SAFETY

Fuel, Fuel Cells, Fuel Systems: (ITEMS IN RED ARE RECOMMENDATION ONLY AT THIS POINT. COULD BECOME MANDATORY IN THE FUTURE)

- An approved fuel cell must be used at all times.
- The only fuel cells that are approved are those that meet and/or exceed the FIA / FT3 specifications.
- Fuel cells must be used in accordance with the FT3 specifications. Alterations of any kind will not be permitted. (Example: alterations to top plate, alterations or removal of foam, etc.)
- Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell.
- Fuel cells that are not contained within a welded steel tubing "rack" must have two (2) equally spaced steel straps that measure two (2) inches wide by 1/8 inch in thickness that completely surround the fuel cell. The straps must be bolted to the frame. Longitudinal (front to rear) orientation is recommended for strap mounting.
- Willy's Carburetor roll over plate part # WCD4000 is approved for competition.

Electrical Systems, Batteries, Electrical Accessories: (ITEMS IN RED ARE RECOMMENDATION ONLY AT THIS POINT. WILL BECOME MANDATORY JULY 1, 2017)

- The battery must be securely mounted with positive fasteners and brackets.
- The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
- One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the

NEGATIVE terminal of the battery from the race car. Negative or “ground” wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the drivers reach may also be used.

Personal Safety Equipment:

- Drivers must wear gloves **at all times** they are on track, during practice and competition.
- Driver’s gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
- Drivers, at all times they are on the track, must have their helmets correctly (following manufacturers installation and use instructions) **connected to an approved head and neck restraint. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label. (ITEMS IN RED ARE RECOMMENDATION ONLY AT THIS POINT. COULD BECOME MANDATORY IN THE FUTURE)**

Race Car Installed Safety Equipment:

A. Seats (ITEMS IN RED ARE RECOMMENDATION ONLY AT THIS POINT. COULD BECOME MANDATORY IN THE FUTURE)

- All racecars must be equipped with a complete driver full containment type seat with head rest and head surround. All seats must meet or exceed the SFI 39.2 specification and display a legible and valid SFI 39.2 label.
- Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the drivers helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.
- Seats must be mounted to a seat frame that is welded to the racecar frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer instructions.

B. Fire Suppression (ITEMS IN RED ARE RECOMMENDATION ONLY AT THIS POINT. COULD BECOME MANDATORY IN THE FUTURE)

- All racecars must be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.
- All systems must meet or exceed SFI 17.1 specifications.

- Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
- Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.
- The cylinder must be connected to the nozzles with steel or steel reinforced lines.
- Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.
- An optional manual override cable may be added to the system.