



Limited Late Model - 2017

DRIVER RESTRAINT/SAFETY:

Safety Equipment is covered under General Rules and is subject to Track Inspection and Approval, applies to all times car is on the track including packing. Fully charged fire extinguishers are mandatory within reach of driver and must have a fill level gauge.

All drivers are required to have a working **RACE**ceiver.

FRAMES:

Front clips may be OEM American rear wheel drive passenger car frame stock clips or fabricated clips built to GM Camaro specifications.

Front clips must be of A-Arm configuration, both upper and lower.

Front frame extensions may be constructed of 2-inch-wide x 3-inch height by .083-inch thickness steel magnetic tubing welded at a point of 2 inches in front of steering gear box, must angle down at a maximum angle of 18 degrees.

Stock front clipped cars center main frame section beginning at main cage front mounting points may be constructed with minimum of 2-inch x 2-inch x .095 or minimum 1.75 inch OD x .095 steel magnetic tubing.

Rear of main frame may be wider or narrower than front of frame.

X-Bracing is allowed.

Fabricated Front Clip Specifications

Subject to STS Track inspection and approval.

Frame rails must be a minimum of 2-inch x 4-inch tubing with a minimum of .083 inch wall thickness.

Must be of equal length right to left and remain 2-inch x 4-inch for both sides to a measurement of 2 inches in front of OEM stock steering gear box ending point on Camaro OEM clip.

Must maintain a 32-inch center of left frame rail to center of right frame rail measurement.

Must be constructed with a cross member mounted 90 degrees to frame rails and must be in centerline with front springs, may be removable.

Centerline mounting points of left and right lower control arms must be equal from the centerline of clip and be sub metrically square (equal mounting points right to left and front to rear).

Fabricated front clip cars center main frame section beginning at main cage front mounting points must be constructed of a minimum of 2-inch x 3 inch by .095 wall thickness steel magnetic tubing to point of transition of riser for rear end, at that point may be reduced to 2-inch x 2-inch x .095 or 1.75 inch OD x .095 steel magnetic tubing.

Must mount 25lbs of ballast weight in front of engine plate with fabricated front clip design.

ENGINE LOCATION:

Minimum Height – 12 inches from ground to center of crankshaft.

Setback - #1 spark plug no further back than 1 ½ inch from center of left upper ball joint.

ROLL CAGE:

Must be of four post design and consist of continuous hoops with a minimum roll cage piping size of 1.5 inch OD x .095 thick magnetic steel tubing.

Main cage rear hoop must have a minimum of one horizontal bar and one diagonal bar from top of hoop to bottom of down post.

Main roll cage hoop and halo must be a minimum of 1 inch above driver's head with helmet on and driver buckled in car.

Main cage front uprights must tie together with a minimum of one horizontal bar.

Front left and right kickers required from main cage to in front of engine.

Rear left and right kickers required from main cage to rear frame section.

Front and rear loops allowed.

DOOR BARS:

Minimum of three driver's doors bars, minimum of 1.5 inch OD x .095 magnetic steel tubing parallel to frame and perpendicular to driver, must have a minimum of two uprights intertwined into horizontal doors bars from frame to top door bar to strengthen door bar system.

Foot protection required.

Steel door plate of 18 gauge or 0.0049-inch minimum thickness must be securely welded to driver side door bars and cover area from top of door bars to frame and from rear down post to 5 inches in front of seat, may be welded into door bar system design.

Minimum of one diagonal bar or X-Brace must tie right front upright to rear hoop down bar on passenger side.

BODY:

Any Steel, Aluminum or Fiberglass Body allowed.

MD3 Dirt Late Model Body recommended.

Rear Spoiler may not exceed 10 inches in material height, may be Lexan.

All Nerf Bars must be inside body, Lexan Decal Protection allowed from 6 inches behind front wheel opening to 6 inches in front of rear wheel opening.

Cars must be keep neat appearance; any loose or flapping body panels may cause car to receive mechanical black flag and will not be allowed to compete until repair is made.

DRIVER'S COMPARTMENT:

Minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver allowed, can be no wider than cockpit and no farther back than steering wheel.

Driver must be isolated from track, driveline, engine, fuel cell, suspension components, battery, coolers and fuel lines.

Aluminum high back racing seats required, must be bolted in with a minimum of 4 - 3/8 inch bolts.

No rear view mirrors.

No driver-adjustable devices allowed while car is in competition except brake bias adjuster and right front brake shut-off.

SUSPENSION:Front

Steel aftermarket Spindles and Wide Five Hubs allowed, Aluminum Spindles *not* allowed.

Tubular upper control arms allowed and may be adjustable.

Lower control arms may be aftermarket steel stock or stock mount type, may be heim end.

Weight jacks allowed, cannot be adjusted from inside driver's compartment.

Coil Overs allowed.

Sway bar allowed, cannot be adjusted inside driver's compartment.

Rear

Steel Coil Springs, Coil Overs OK, Steel or Composite Leaf Springs OK.

Weight jacks allowed, cannot be adjusted from inside driver's compartment.

Configuration may consist of a Three Link, OEM Chevelle Type Four Link, Swing Arm or of Leaf Spring configuration including Mono Leaf/Coil Over design.

No Four Links, Z-link, or Jacobs Ladder.

No Independent Rear Suspension.

No rear sway bars.

Trailing Arms may not extend or collapse other than by manual adjustment of heim ends.

Pan Hard or J-Bars allowed, may be adjustable, J-Bar may be rubber bushed.

One mechanical pull bar allowed, may be of spring or biscuit design.

Shocks

Aluminum or steel bodied shocks.

Adjustable Shocks, Remote Reservoir Shocks, Air Shocks, Schrader or Bladder type shocks are *not* allowed.

One additional shock allowed above pull bar, must be mounted from the rear end forward.

Wheelbase – Minimum of 104 inches, Maximum of 108 inches, with a + or – 1-inch tolerance at ride height. Maximum of 1-inch Rear Steer at ride height. Ex. 104 left = 105 right, 107 left = 108 right.

Exception: Leaf spring cars may have up to 2-inch rear steer at ride height.

STEERING:

Rack and Pinion OK, must bolt 25lbs of ballast weight in place of gear box.

Steering gear box must bolt in stock location on OEM clip or in OEM position on any fabricated clip.

Quick Steer Ok.

Quick release Steering Wheel required.

BRAKES:

Aftermarket brake systems allowed.

Calipers may be steel or aluminum and be of single or dual piston design.

Brake bias adjuster allowed and may be accessible in driver's compartment.

No Carbon Fiber Brake parts.

Cooling holes maybe drilled in rotors.

Right front brake shut off allowed and may be accessible from driver's compartment.

No brake floater designs allowed, caliper must bolt on a stationary mount on rear-end, cannot float, load or lift chassis via separate radius rods.

ENGINE:Block

OEM or Aftermarket Cast Iron V-8 Small Block with a maximum of 364 CID.

Block must remain as cast, absolutely no lightning of any kind to block.

V-6 or Big Block Engines not allowed.

Lifter valleys may be de-burred, valley vents and screens may be installed.

No enlarging or bushing of lifter bores.

Wet sump oiling only, dry sump or any type of external oil systems are not allowed.

Aftermarket steel oil pan allowed, inspection hole recommended to allow inspection of crankcase area.

Windage trays allowed.

Aftermarket balancers allowed.

Aftermarket engine bolts allowed.

Water pump must be belt driven, may be cast iron or aluminum.

Crankshaft

Any steel or cast crankshaft allowed as follows:

Minimum weight of 45 lbs.

No exotic lightweight crankshafts or Honda journal crankshafts allowed.

Knife edging, contouring, bull nosing or stream lining is not allowed.

All Crankshafts must be within .060 of OEM specifications on rod and main bearing journals.

Pistons/Rods

Any flat top or dished pistons allowed.

Must have steel wrist pins.

No part of piston may rise above block deck.

Connecting rods must be steel, any length, may be cap screw or bolt design.

Cylinder Heads/Intake

Any cast iron 23-degree head on GM, 22-degree on Ford.

Any CC allowed.

Intake and exhaust ports must remain as cast, *No* porting or polishing.

Gasket matching allowed *not to extend* more than 3/8 of an inch into port.

Stud mounted stamped steel, roller tipped or full roller rockers allowed, any ratio.

Shaft type rocker arm assemblies not allowed.

Stud girdles allowed.

Valves must be steel, titanium valves not allowed.

Timing chain and gears, may be of double roller design, belt or gear drives *not* allowed.

Any aluminum or cast iron intake allowed.

Camshaft and Lifters

Any flat tappet cam with OEM stock diameter lifters.

No roller cams or roller lifters allowed.

Mushroom or radius lifters not allowed.

Push rods must be steel.

Rev kits allowed.

CARBURETOR:

One (1) maximum 750 CFM naturally aspirated 2 or 4-barrel carburetor allowed.

Holley must use Holley manufactured main body.

Metering blocks, float bowls and base plate may be aftermarket billet aluminum.

Any type of Aerosol carburetor is *not* allowed

Carburetor must have two (2) throttle return springs.

Carburetor spacer not to exceed 1.250 inch including gaskets.

Any type of forced air induction is *not* allowed.

Top flow air cleaners or cool cans *not* allowed

TRANSMISSION/DRIVESHAFT:

Transmission

Aftermarket Transmissions are allowed, Example: Bert, Brinn and Falcon.

Must have a minimum of two forward speeds, reverse and neutral.

Standard production OEM 3 or 4 Speed Transmissions allowed, any type of In and Out Boxes are *not* allowed.

Explosion proof steel bell housing minimum 180 degrees around top of clutch and flywheel must be used with all external clutch type transmissions.

Mini clutches allowed, direct drive and/or couplers allowed.

Pressure plates must be steel or SFI approved, Flexplates must be steel SFI approved, automatics must have a SFI rated steel flexplate safety shield. **Transmission scatter shield highly recommended on automatics.**

Reverse mounted accessories allowed, includes power steering pump, fuel pump and starter.

Driveshaft

Only steel driveshafts with minimum O.D. of 2-inches allowed.

Carbon fiber, aluminum, or any material other than steel is *not* allowed.

Must be painted white with readable car number in contrasting color.

360-degree front drive shaft loop required within 6 inches of front U-joint, minimum .025-inch x 2-inch steel.

REAR-END:

Quick-change or 9-inch Ford full floating rear ends allowed.

Quick change must use 10" ring gear with aluminum or steel spool.

Quick change must use minimum one-inch-wide spur gears and bolt on rear cover.

Axle tubes may be aluminum or steel.

Center Section of Ford 9 inch may be aluminum.

Rear ends must be locked, No torque dividing differentials

No scalloped ring gears, or cambered rear ends

Rear end coolers allowed

BRAKES:

Aftermarket brake systems allowed.

Calipers may be steel or aluminum and be of single or dual piston design.

Brake bias adjuster allowed and may be accessible in driver's compartment.

No Carbon Fiber Brake parts.

Cooling holes may be drilled in rotors.

Right front brake shut off allowed and may be accessible from driver's compartment.

No brake floater designs allowed, caliper must bolt on a stationary mount on rear-end, cannot float, load or lift chassis via separate radius rods.

EXHAUST:

Any bolt on header or exhaust manifolds allowed with no adapters, must bolt directly to head.

Headers must be a collector type.

RADIATOR/ENGINE COOLING

Radiator must be mounted in front of engine, between frame rails and may have protection.

Any type of cooling fans allowed, belt driven or electric.

BATTERY & STARTER:

Battery must be securely mounted to chassis, between frame rails with positive terminal protected/caped.

Starter must be in working order and car must start under own power.

ELECTRICAL & IGNITION:Electrical

A master battery disconnect switch is required and must be easily accessible from outside of car by track personnel, must be clearly labeled Off/On.

When switch is in Off position all electrical power to car must be disconnected from positive side of battery.

Ignition

OEM Stock HEI or MSD Ignition Systems allowed.

External Ignition Boxes Ok, (6A, 6AL & 6ALN) only one box per car, out of reach of driver.

No Magneto ignitions allowed.

Ignition on/off switch must be mounted within reach of driver.

Absolutely No Electronic Traction Control of any kind, result will be DQ, forfeit of all winnings/points and an automatic 1-year suspension

FUEL/FUEL CELLFuel

Racing Fuel, Methanol or E-85.

Smell enhancing additives OK.

Performance enhancing additives or pressurized fuel systems not allowed.

Fuel pump may be mechanical or belt driven, **no electric fuel pumps allowed.**

Fuel Cell

Racing Fuel Cell Required, maximum 32-gallon capacity and must be enclosed in a 20-gauge steel container.

Must mount between rear frame rails and behind rear end, bottom of cell can be no lower than center section of rear end.

Must be properly supported and protected, must be minimum of 1.5 inch tubing loop to protect bottom of fuel cell.

Must mount with minimum two solid steel straps surrounding entire fuel cell, 2 inches wide by 0.125 inches thick.

Fuel Cell vents including cap vent must have check valves, if fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. *Fuel Shut Off recommended.*

BATTERY & STARTER:

Battery must be securely mounted to chassis, between frame rails with positive terminal protected/caped.

Starter must be in working order and car must start under own power.

WHEELS & TIRES:

Steel/racing wheels mandatory, aluminum wheels *not* allowed.

Maximum wheel width - 10 inches.

Bead locks OK.

Any 11-inch tire allowed, any compound.

Wide five hubs and wheels allowed.

Air pressure relief valves not allowed.

Chemical softening or treating of any kind not allowed.

Tires may be ground, siped or grooved.

WEIGHT:

Minimum Weight – 2850lbs.

Ballast Weight must be painted white with readable car number, must be securely fastened with a minimum of 2 - ½ inch steel bolts.

SCORING:

Car numbers must be a minimum of 24 inches in height and 4 inches in width, and be clearly visible from scoring tower on both sides and top of car.

Recommend 6 inch numbers on front of car to help with line up procedures.

*ALL cars are subject to track inspection and approval before entering into competition, and may be subject for re-inspections.
Any car which is determined as unsafe will not be allowed to compete until safety issue is corrected and car is declared safe for competition. STS reserves the right to clarify or amend these rules as deemed necessary*

If you have any questions or require any clarifications, please do not hesitate to ask.

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