



## **2026 Limited Late Model Rules**

This publication supersedes all previous rule books and rule updates. The Bullring Local Racing Series reserves the right to alter or amend these rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of this rule book. If there is a disagreement or dispute regarding the meaning or application of the rules, the decision of The Bullring Local Racing Series Chief Technical Inspector and/or Manager shall prevail.

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of The Bullring Local Racing Series short track events, and by participating in these events, all participants, guests, crew members and staff are deemed to have complied with these rules and/or regulations.

No express or implied warranty of safety shall result from publication of, or compliance with, these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

In the event of a serious or fatal injury, The Bullring Local Racing Series reserves the right to impound race cars for review and evaluation, and may exercise this right at any time. The Chief Technical Inspector and/or Manager shall be empowered to permit minor deviations from any specifications herein or impose further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

No pretense is made for having designed a foolproof set of rules. The spirit and intent of the rules is the standard by which The Bullring Local Racing Series events will be governed. Tech officials are authorized to decide if an equipment change or modification is an attempt to circumvent these rules and can disqualify any car in violation of the spirit and intent of these rules.

Note: If this rule book does not specifically state that you can alter, change, or modify something, you should consider it a violation.

Illegal components may be confiscated and become the property of The Bullring Local Racing Series. No part is deemed approved by passing prior inspections.

All participants, guests, and crew members fully understand that racing is inherently dangerous and voluntarily assume these risks.

## **1. WEIGHTS**

- A. Minimum straight-rail chassis weight is 2875 lbs with a GM 602 factory-sealed engine.
  - B. Perimeter chassis minimum weight is 2815 lbs (see Section 10 for Perimeter Chassis requirements).
  - C. Maximum left-side weight is 60.0% at all times without refueling.
  - D. Method of determining post-race total weight is at the discretion of officials. Officials may utilize a "1 lb. per lap" burn-off rule.
  - E. All lead weights must be painted white with the car number painted on each piece. Lead must be securely fastened. Lead inspection is part of post-race tech. Improperly marked lead: \$500 fine on 1st offense; disqualification on 2nd offense. Lost weight: \$25 per pound fine. No tungsten or exotic weight.
  - F. Added weight must be bolted to frame rails and not used as panning or aero advantage.
  - G. No titanium, Inconel, or exotic materials allowed unless specified.
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## **2. ENGINE**

- A. GM 602 crate engine only; no internal alterations. GM sealed bottle-cap style. Aftermarket valve springs allowed but must match OEM pressures (80 lbs  $\pm$ 4 at 1.70", 195 lbs  $\pm$ 8 at 1.270"). OEM dimension retainers/keepers. Must run GM stamped steel 1.5 rocker arm.
  - B. Maximum engine setback: 6 inches (measured from center of #1 spark plug hole to center of upper ball joint).
  - C. Any single 4-bbl carburetor permitted with maximum 1" spacer. Mechanical fuel pump in stock location.
  - D. Maximum 6200 RPM rev limiter. Mandatory: FAST/Crane #6000-6701 or JMS/Daytona Sensors #6000-6701K ignition, mounted on original plate on passenger side with dials facing outward. Quick Car #50-2053 or Nelson Specialties spec wiring harness required; no alterations.
  - E. Distributor wiring must be run separately; no unused plugs or loose wiring.
  - F. No traction control devices. Penalty: disqualification and \$10,000 fine; car confiscated until fine paid.
  - G. No data acquisition systems or wiring on race or practice days.
  - H. Digital dashes not permitted; digital gauges allowed.
  - I. No phones, smart watches, or Bluetooth devices in car during tech, practice, qualifying, or racing. \$500 fine.
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## **3. BODY AND CHASSIS**

- A. Any traditional late model perimeter or straight-rail chassis allowed. Body must be Five Star or AR pavement style, mounted as intended. No extra panels; hood must fully cover air cleaner except ABC opening (2.5" x 20"). Rear bumper cover must be complete with no holes added. Rear spoiler must be in stock location. Max front overhang: 46.5". Max quarter height: 34.5" (34 7/8" center). Max rear overhang: 47". Template inspection may be used.
- B. Straight-rail cars: max driver tub length 52.5"; max frame width 53.5". No under-car panning outside frame rails or beyond tub length.
- C. No under-body air deflectors, panning, or wings. No roof rails or passenger windows. Vent windows (12") required with max 1" deflection.
- D. No fans, ducts, or hoses to rear brakes; no holes through interior sheet metal.

- E. Ride height: must get on/off scales without ramps and not drag on scales.
- F. Rear spoiler: 6.5" x 60", centered with ½" center gap. Max six rod-style supports. Upper 2/3 must be clear Lexan.
- G. Exhaust exiting through door must meet series sound rules. At All American Speedway, side exit exhaust is prohibited; max 90 dB.
- H. Air may not be blown on tire or bead; only brake rotors may be ducted. Radiator ductwork may be no wider than frame rails.
- I. One NACA duct permitted in quarter window for helmet blower only. No reverse ducts.
- J. Interior must be steel or aluminum only.
- K. Bumper and right-side door bars must be minimum .065 x 1.25" steel tubing.
- L. No carbon fiber components (ductwork, rotors, driveline, chassis supports, clutches).
- M. One mechanical brake proportioning system allowed (no electronic or remote systems).
- N. No hollowed-out bolts.

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#### **4. SUSPENSION AND SHOCKS**

- A. Minimum wheelbase: 101"; left/right difference not more than ½".
- B. One shock per wheel; no remote adjusters or reservoirs.
- C. Rear suspension: no 5th coil, torque arm, lift bar, or birdcage systems. Trailing arms must mount solidly; heims permitted. No rotating or floating mounts.
- D. No independent rear suspension.
- E. Driveshaft must be painted white. Two hoops required. No carbon fiber driveshafts.
- F. Rear end ring gear minimum diameter: 8 inches.

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#### **5. FUEL AND FUEL CELL**

- A. Spec fuel: Sunoco 110 only. No alcohol, nitro-methane, nitrous, oxygenators, or additives. Pump gas prohibited. Fuel samples may be taken anytime. Illegal if DC reading varies more than ±0.3 from Sunoco 110. No cooling or icing fuel.
- B. Mandatory fuel cell, max 22 gallons, minimum 8" height on 4" blocks. Must have two full straps, mounted behind rear axle with safety plates. Rear safety bar required. Must be rubber bladder in steel container.
- C. No U-shaped fuel cells.
- D. Mandatory OBERG or SRI shutoff at fuel exit from cell and after filter.

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#### **6. TIRES AND WHEELS**

- A. Maximum track width: 67.5" (center to center).
- B. Bullring-approved Hoosier 980 tire on 8" steel wheels only; steel studs and nuts.
- C. Race tires must be purchased at The Bullring
- D. No tire bleeders.
- E. Tires may not be cut, soaked, or chemically altered (minimum \$1,000 fine).
- F. Must start race on qualifying tires.

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#### **7. SAFETY**

- A. Current SFI or FIA belts with double shoulder harness and crotch strap required.
- B. Full-face helmet with Snell 2015–2020 or newer.

- C. SFI/FIA suit, gloves, shoes required; undergarments recommended.
  - D. Window net with current SFI tag required (minimum 22" x 16"). Padding required anywhere driver may contact bars.
  - E. Onboard fire system mandatory.
  - F. Approved SFI/FIA head and neck restraint mandatory.
  - G. Aluminum racing seats recommended; carbon fiber seats require approval and may need SFI 39.2 rating.
  - H. Each team must have a 10-lb fire extinguisher in pit.
  - I. Clearly marked electrical shutoff required. Battery must be securely mounted outside driver's compartment.
  - J. 1/16" steel side plate mandatory on driver door.
  - K. Roll cage: 1.75" x .090 tubing. Main frame and clips must be steel; minimum 2"x3" rectangular steel.
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## **8. TRANSPONDERS**

- A. Transponders required for entire event including practice.
  - B. Mount transponder 160" from tip of nose, on outside of right frame rail.
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## **9. RADIOS AND CAMERAS**

- A. Two-way radio communication between driver and spotter required. Spotter must monitor Race Control on separate dedicated radio.
  - B. No electronic recording devices unless approved. Series may access any video at any time.
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## **10. FRAME REQUIREMENTS AND ELIGIBILITY**

- A. Straight-rail cars: roll cage must meet ULRA guidelines.
- B. Perimeter chassis specifications:
  - 1. Minimum frame rail width outside-to-outside: 57 inches.
  - 2. Front and rear main cage bars must be welded perpendicular to frame rails.
  - 3. Roof halo bar minimum dimensions: 40" wide (center-to-center) and 30" front-to-rear.