



## **2026 Modified 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.

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**1. WEIGHT**

- A. Total weight 2500 open motor, 58% Left
- B. Total weight 2450 602 crate motor, 59% Left

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**2. TIRES**

- A. Hoosier 970
- B. No altering the compound in any way

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**3. WHEELS**

- A. Steel wheels only
- B. No bleeders
- C. One valve stem per wheel
- D. 8 in wide
- E. 602 crate: 10 in wide

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**4. SHOCKS**

- A. No canister shocks
- B. Shocks cannot be adjusted from the cockpit

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**5. FRONT SUSPENSION**

- A. Tread width maximum measured at widest point
  - 1. 78 in open motor
- B. Fabricated clips
  - 1. Authorized clips from Howe, STR, Phil's Phabrication, any other call for approval
  - 2. Must have lower control arm mounts in stock location
  - 3. Cross member height compared to lower control arm mounts must be stock
  - 4. Steering box mounting must match stock location
  - 5. Idler arm mounting must match stock location
- C. Lower control arms, spindles, steering box and center link must be stock or stock replacement
- D. Hubs must be steel
- E. Minimum 5 inch spring at each wheel
- F. Front springs must mount in stock location for lower A-arm
- G. All swedge tubes and heims joints on suspension must be steel

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**6. GENERAL SUSPENSION & CHASSIS**

- A. Oil pan may not be lower than front cross member
- B. Minimum wheelbase 108 with ½ inch tolerance
- C. Only adjustment within drivers reach is brake bias front to rear

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**7. REAR SUSPENSION**

- A. All swedge tubes and heims joints on suspension must be steel

- B. Coil springs must be minimum 5 inch diameter
    - 1. Rear springs may be coil over, must remain 5 inch spring
    - 2. Steel leaf springs may be used
  - C. Rear ends:
    - 1. Axle tubes must be steel
    - 2. Trailing arm and caliper mounts must be welded to axle tube
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## **8. DRIVETRAIN**

- A. Open Engine
    - 1. 410 CI max
    - 2. Cast iron block
    - 3. Wet sump
  - B. 602 Crate Engine
    - 1. Must be unaltered from GM rebuild specs
    - 2. Seals may be removed for inspection
  - C. Carburetor only
  - D. Cam driven distributor only
  - E. No electric fuel pumps
  - F. Cars must be self-starting
  - G. Transmission must have 2 forward gears and 1 reverse gear
  - H. Driveshaft must be steel and painted white
  - I. Only 1 battery
  - J. Only 1 ignition control box
    - 1. 602 engines must have a 6200 RPM limiter
  - K. Rear end differential must be locked at all times
  - L. No traction control
  - M. Exhaust must exit behind the driver
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## **9. BRAKES**

- A. Stock replacement single piston calipers only
  - B. No aluminum calipers
  - C. Working caliper at each wheel
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## **10. BODY**

- A. Rear Deck Rake
  - Right-side (RS) corner to ground cannot exceed 2 inches difference from the left-side (LS) corner to ground.
- B. Roof Rake
  - Level on roof and cannot be lower than 6 inches at any point.
- C. Wickers
  - Wickers may not be taller than 1 inch.
  - Wickers must run front to back.
- D. Nose
  - 1. May not extend in front of the bumper (splitter excluded).

2. May not be wider than the frame rails (splitter excluded).
3. Wickers may not be taller than 1 inch.

E. Sail Panels

- Sail panels must be parallel to the sides of the deckwork.

F. Deckwork

1. Maximum width: 68 inches
2. Minimum width: 60 inches

G. Spoilers

1. No wider than 68 inches
2. Cannot exceed the width of the rear deck
3. No taller than 8 inches
4. Only one spoiler permitted at the rear edge of the deckwork