



2026 LIMITED LATE MODEL RULES

2026 Limited Late Model Car Technical Data

COMPETING MODELS

1. 2004-2026 car models, all vehicles must compete with a wheelbase of 105 inches.
2. Left side wheelbase must be between 104-1/2" max of 105-1/2"
3. Right side wheelbase must be between 104-1/2" max of 105-1/2"
4. Max tread width 64-1/2" front and rear.
5. Tread width allowance of 1/8" per wheel with double lip / bead protector style wheels.
6. Magnetic steel or aluminum wheel spacers permitted. Spacers must have the same thickness left and right, the front and rear do not have to be the same thickness.
7. Refer to the 2026 Nascar Rule book for clarifications.

CAR BODIES

1. Only stock/stock appearing aftermarket bodies allowed.
2. All cars must meet template specifications per LMSC rules.
3. Hood must fit to the windshield or cowl at all times and have sufficient bracing.
4. Rocker panels may be fabricated, but may not be below frame rail. Both rocker panels must be the same material and thickness left and right side.
5. No panning underside of the car. This will be at the discretion of the Competition Director as to how panning as defined by NASCAR rulebook.
6. A-post deflector may be 12" max length from corner of A-post to trailing edge. No bubble deflectors. The rear edge must be vertical and square
7. All hoses must be directed to the driver ONLY. No holes or hoses may be used to remove air from inside the car.
8. Window net must be installed on the driver's side. No part of the window net may be attached to the body.
9. Roof height will be 48" measured 10" from the windshield while sitting on 4" blocks.
10. Rear spoiler height will be 39" to ground while sitting on 4" blocks.
11. Car bodies up to 2019 Spoiler may be 54" in width and 5" tall.
12. Car bodies 2020 and newer spoilers may be 64.5" in width and 5" tall
13. All rear Spoilers must be between a 50-60 degree angle

14. All rear spoilers measurements taken from the back side of the spoiler.
15. No added materials to quarter panels behind the rear wheels.
16. Rear bumper must be complete and fastened to the bumper bar. No cutting of bumper cover.
17. Refer to the 2026 NASCAR Late Model Rulebook for clarification.
18. All body measurements will be teched on 4" blocks with driver in the car.
19. Make of vehicles must be displayed by way of nose decals.

ENGINES ALLOWED

1. 602 CHEVY CRATE w/6600 chip - 3050 lbs total weight/1350 RS

-602 will be allowed to run a stock 650 cfm carburetor. You may change jets, power valves, acc. pump, etc. Engine must remain as it came from GM, except you may change the water pump and distributor. Same rebuild rules as 604.

-No less than 18 inches of vacuum will be permitted.

-Rocker Arm GM part #19210724 and Adjuster Nut part #88961233 may be used.

-Scorpion 1.5 Rocker Arm part #SCP1035 with matching Adjuster Nut may be used.

-Option 1 - GM, Crane Cams, Comp Cams and Scorpion Rocker Arms may be 1.6. No mixing of ratios. 3/8" stud ONLY.

-PAC Valve Springs part #1210X-16 will be permitted

- i. Valve Covers may be changed
- ii. Oil Pan may be changed
- iii. Timing Cover may be changed

2. 603 CHEVY CRATE w/6600 chip - 3050 lbs total weight/1350 RS weight

604 CHEVY CRATE w/6600 chip - 3100 lbs total weight/1400 RS weight

FORD 347 JR w/6600 chip – 3100 lbs total weight/1400 RS weight

Chevy - Old LMS engines 358CI Max w/6600 chip – 3100lbs total

weight /1400RS weight – 350 CFM carb -engine spec must be approved by LPR.

-603 will be allowed to run a stock 390 cfm LMS approved carburetor with 1" aluminum spacer plate ONLY.

-Ford 347 JR will be allowed to run stock 390 cfm LMS approved carburetor with NO spacer.

-604 will be allowed to run a 500 cfm XP or HP LMS approved carburetor.

-604 will be allowed a .750" maximum adaptor plate...aluminum ONLY.

-No more than 2 gaskets, not to exceed .065" thickness per gasket.

-Engine must remain stock as per GM guidelines.

-No less than 18 inches of vacuum will be permitted.

-Option 1 - Rocker Arm GM part #19210724 and Adjuster Nut part #88961233 may be used. -

Option 2 - Scorpion 1.5 Rocker Arm part #SCP1035 with matching Adjuster Nut may be used.

You may replace harmonic balancer with GM part #12551537

-Competition Cams Valve Springs part #26975-16 will be permitted.

-PAC Valve Springs part #1280X-16 will be permitted

A .030 overbore has been approved for the 603 and 604 Crate engine. The following Mahle pistons are approved:

-Mahle part #930127800 = standard bore.

-Mahle part #930127802 = .002 over bore.

-Mahle part #930127805 = .005 over bore.

-Mahle part #930127808 = .008 over bore.

-Mahle part #930127820 = .020 over bore.

-Mahle part #930127830 = .030 over bore.

-Total Seal Piston Rings part #CR6264 or part #CR6264-5 will be permitted.

-Main and Rod Bearings may be replaced with standard "P" bearings with no coating, heat treating or narrowed.

-SCAT rod may be used - part number 3-ICR5700P

-All Crate engines may replace stock valves with Ferrea valves - part #F5001

-Claim Rule will be \$2500.00 for cylinder heads, excluding rocker arms

If at some time during the season you need to change the style of engine, it is the driver's responsibility to notify LPR Competition Director.

ENGINE LOCATION

1. Engines may be interchanged from one body manufacturer to another.
2. Type of engine determines location
3. All Chevrolet engines must be centered in chassis The center of #1 spark plug must be in line with the left upper ball joint. Should be as raced.
4. Minimum of 12" crank height measured from the center of crank pulley to the ground on all models. Will be checked on 4" blocks under the frame rails.

CARBURETOR SPACERS

1. Holes must be centered and cut perpendicular with the base of the carburetor. No tapers or bevels. No less than 18 inches of vacuum will be permitted.
2. Only 2 gaskets allowed – 1 per side and maximum thickness of .065 each.
3. No adjustable spacers permitted.
4. .750" maximum aluminum spacers allowed on 350 and 500 carburetors.
5. 1" max metal spacer allowed on 390 and 650 carburetors.

CARBURETOR REWORK GUIDELINES

1. No polishing, grinding or machine work allowed on any part of the carburetor
2. No alterations except choke hardware may be removed and all vacuum ports must be plugged. Base plate must not be altered in shape or size.
3. Boosters may not be altered in any manner. Including size, shape or height of model number.
4. Booster must be safety wired.
5. Any attempt to pull outside air other than through the Venture is not permitted.
6. Carburetor must pass a light test
7. All Carburetors must be Holley Gauge legal

AIR CLEANERS

1. Round element with minimum of 12" and maximum of 14" allowed.
2. Top and bottom of the air cleaner must remain the same size.
3. Dry type paper elements may have a maximum height of 4" with minimum of 1 1/2".
4. No tubes, funnels or anything which may direct airflow will be permitted
5. Base of air cleaner on 2 barrel carburetor may not extend higher than choke horn.
6. Base of air cleaner on 4 barrel carburetor may not extend more than 1 1/2" above mounting ring of carburetor or below throttle linkage.
7. No type of fire suppression around the carburetor. Must run fire suppression to the fuel pump area at the bottom of the engine.

8. No cold air boxes or air induction allowed.
9. Base of air cleaner must maintain a 1/4 inch clearance above throttle linkage.
10. It is required the oil breathers be safety wired to another object to prevent the oil breathers from reaching the throttle linkage.

EXHAUST

1. Exhaust must follow 2026 Nascar Rule Book.

CLUTCH

1. Any single, double, or triple clutch allowed. Minimum of 5 ½”.
2. No carbon fiber clutches allowed.

TRANSMISSION, FLYWHEEL, AND DRIVESHAFT

1. Three, or four speed transmissions are allowed, all forward gears must work and are required to have working reverse. OTEM standard production ONLY.
2. No straight cut or machined gears allowed.
3. No lightened or polished gears allowed.
4. No automatics allowed.
5. No direct drive transmissions allowed.
6. Must run a steel flywheel.
7. Hydraulic clutch permitted
8. Must have blow-proof bell housing
9. Bottom of the bell housing may be cut.
10. Driveshaft may be magnet steel between 2 ¾” to 4” diameter.
11. No carbon fiber or aluminum driveshaft allowed.
12. Driveshaft must be painted white
13. Must have 2 driveshaft loops.

Claim rule will be \$3,000.00 for transmission, excluding shifter. See Claim/Protest Procedures for details.

REAR END

1. Rear ends must be quick change type. Spur gears must be on the rear no front load gear /axles.
2. Only a heavy-duty quick-change rear end allowed with a minimum end bell diameter of at least 12”.

3. Max camber of zero on rear ends +/- .5 degree grace.
4. No 3 piece drive plates. Only aluminum 1 piece drive plates allowed
5. No skewed rear ends allowed. No more than 1/2 inch maximum difference measured from RF frame rail to RR frame rail measured at right height with string.
6. No aluminum tubes or yokes allowed
7. No torque limiting devices allowed.
8. No titanium rear end parts allowed.
9. Only Lockers are permitted.
10. Both rear axles must be the same dimension inside and outside. Length may vary.
11. No ball mill end axles
12. Droop rule will follow 2026 Nascar Rule Book.
13. Any clarifications on rear end rule refer to the 2026 Nascar Rule Book.

FRAME/ROLL CAGE

1. Be sure to check your frame heights at the shop. DO NOT let the chassis hit the scales! If chassis drags scale pads, you will be penalized at the discretion of the Comp Director
2. Frame rails may be a minimum of 2" x 3" x .083 wall thickness between wheels.
3. Frames must be perimeter style on front and rear, with no offset. No underslung frame rails on rear.
4. Chassis must not hit the racing surface or scales at any given time. If sparking is deemed unsafe, you may be black flagged to the pit area to determine where spark/s are coming from and fixed. This will be at the discretion of the Race/Competition Director
5. Cage must have at least 4 door bars on both sides and be centered on top of outside frame rails. Perimeter style ONLY.
6. All bars within driver's reach must be padded
7. Stock OEM front sub-frame with tubing frame connector allowed
8. Stock OEM clip: Must have factory OEM mounting points for lower control arms. May use aftermarket lowers
9. A steel firewall must separate the driver from the engine compartment and fuel tank. No open holes allowed.
10. No crush panels allowed over 12" no more than a 3/4" taper.
11. 2026 NASCAR rule book will be used for all roll cage requirements and measurements.

SUSPENSION

1. Spring spacers or screw jacks may be used on the front and rear of cars.
2. OEM type steering box. Aftermarket tie rods, center link, idler and pitman arms allowed. No rack and pinion.
3. Aftermarket spindles allowed. NO offset spindles will be allowed.
4. Lower A-frames may be fabricated or be OEM and must be the same length on both sides.
5. Upper A-frames may be fabricated.
6. Front sway bars may be OEM or aftermarket. Mounting points may be aftermarket. Maximum sway bar diameter of 1 3/4" OD with ends up to 1 3/4" OD. maximum. Minimum sway bar arm length of 11" max of 16" same length both sides
7. Maximum inside diameter of sway bar is 3/4" entire length of the bar.
8. Refer to 2026 Nascar Rule book for full sway clarification.
9. Three link or truck arms are permitted on rear.
10. Steel rear lower trailing arms required.
11. No damper shocks allowed on top link or track bar allowed
12. Trailing arms must have monoballs ONLY. NO rubber bushings allowed. Must maintain a min. thickness of .117. NO spring loaded trailing arms. Must have the same number of holes in both sides
13. Aftermarket or OEM 5x5 design hubs allowed.
14. Wide 5 hubs allowed.
15. Track Bar maximum difference between left and right side heims, should be no more than 4 inches maximum on track bar as raced with driver in car
16. Track Bar maximum difference no more than 1 1/2 inches in split measured in horizontal position. Measured center of heim joint to center of heim joint.
17. Track Bar spacer on left side between track bar and mount must not exceed 1-1/2 inch.
18. No spring loaded track bar allowed
19. No beveled washers on the track bar allowed.
20. All fasteners must be magnetic steel
21. No chassis adjustments will be allowed to be made from inside the drivers compartment
22. 2026 NASCAR rule book will be used for all chassis and suspension measurements.

SHOCKS & SPRINGS

1. One shock and spring per wheel.
2. Shock must be steel body, non-adjustable, non-rebuildable

Claim rule: \$175 per shock...not including hardware

The above will be the only shocks allowed to run.

LPR reserves the right to exchange like for like box stock shocks with any competitor during pre or post race inspection.

3. To claim shocks, driver or car owner ONLY, must turn in a written claim to the Race/Competition Director within 5 minutes of race completion. Must have cash in hand. NO EXCEPTIONS. Same as protest procedures, can only claim forward 2 positions.
4. Failure to sell shocks will result in loss of monies and points for that race.
5. No bump stops permitted on shocks or chassis.
6. No coil binding allowed. Coil binding as defined by limiting or stopping the travel. Will be checked by way of the following:
Option 1 Gale Force Machine. Measurement will be taken by compressing the nose of the car to the ground. Take measurement of eyelet to eyelet, then load in a Gale Force machine and compressed to the same measurement. Must compress farther than the 1st measurement taken by 1/2 inch to be deemed legal
 1. must touch the ground to be deemed legal.
7. The front coil springs must be heavy-duty magnetic steel and must be constructed with closed ground coil end and one (1) open coil end. The closed end of the coil spring should not have a gap larger than 1/8 inch. Grinding of the open coil should not be permitted beyond the first inch of the open coil and should not exceed 1/2 of the coil spring wire diameter.

8. All coils must be evenly spaced after the first coil on the closed end of the spring. All coils must be wound producing the same inside and outside coil diameter plus or minus (+/-) 1/8 inch. Open end of spring must touch the spring seat at least 270 degrees.
9. Progressive or digressive rate springs will not be permitted.
10. Only 1 spring rubber allowed per spring, not to exceed more than 1 turn on that spring.
11. Coilover springs minimum uncompressed height of 7". Big springs minimum uncompressed height of 8 3/4".

BRAKES

1. Single piston steel/aluminum calipers allowed. Wilwood D52 Dual Pistons OK
2. All 4 of the wheel brakes must be in working order.
3. No titanium brake parts allowed.
4. No carbon fiber brake parts allowed.
5. Aftermarket brake and clutch pedals allowed. Dual master cylinder allowed. Brake bias adjusters allowed in the drivers compartment.
6. No adjustable brake blowers. ONLY on/off allowed. Only one (1) per wheel allowed. Only one (1) switch per axle.
7. Brake Ducts for front wheels must pull air from a nose opening. No air pulled from radiator duct.
8. All brake cooling parts, components and installation must meet 2026 Nascar Rule book.

COOLING SYSTEM

1. Aluminum radiators permitted.
2. Internal or external cooler permitted
3. Must have overflow turned onto windshield or run into overflow can.
4. No dumping of overflow behind rear wheels.
5. Duct work may not extend past the radiator and no wider than the nose opening or radiator width.
6. No panning from radiator to sway bar tube.
7. Electric fans permitted.
8. Refer to the Nascar Rule Book for clarifications.
9. NO ANTIFREEZE. There will be a \$100.00 fine if caught with antifreeze in the engine.

ELECTRICAL SYSTEM

1. Electronic or point type ignition system allowed
2. No magnetos permitted
3. Only a stock appearing coil is allowed.
4. Aftermarket distributors allowed on all engines.
5. Only a 12 volt battery system is allowed.
6. Only 1 ignition box allowed. No adjustable timing controls allowed.

7. The only ignition box allowed will be MSD 6ALN - Black or Red
8. Ignition box must be mounted on dash bar (#8) 18" from the right side of the car.
9. All ignition boxes must be approved and sealed subject to inspection by Competition Director prior to qualifying tech.
10. MSD Digital Soft-Touch HEI Rev Limiter (8727CT) permitted on HEI distributor only.
11. Rev limiter must be set at max 6600 RPM.
12. Must be mounted under hood, and easily visible, all wires exposed.
13. (Red Wire - B+) Battery Positive wire must only go to battery positive side of the distributor, No other switches, relays, etc. between the Rev Limiter and the distributor.
14. (Black Wire - Ground) Ground wire must be grounded (Engine block is recommended) as close as possible to Rev Limiter. No switches, relays, etc. between the grounding point or Rev Limiter.
15. (Green Wire - Coil Negative) Coil Negative wire must only go to distributor. Tach can be spliced into this wire. No other switches, relays, etc. between the power source to the distributor or Rev Limiter.
16. Simply put no switch, relay, device, etc. can interrupt signal between Rev Limiter and distributor/ground.
17. MSD Recommended wiring diagram.
<https://documents.holley.com/f9ad31e79374abfce7db14b17dac047decfb7215.pdf>
18. CLAIM RULE: \$500.00 by any driver competing in the race.
19. To claim the ignition box, the driver or car owner ONLY, must turn in a written claim. Must have cash in hand. NO EXCEPTIONS
20. Ignition box must be visible and out of drivers reach. Connections must be wire tied together during race competition.
21. No open-ended wiring in the driver's compartment.
22. Tachometer must be able to unhook. No digital readouts. Connections must be wire tied together during race competition.
23. Any type of traction devices are not allowed. No computerized systems are allowed at any time.
24. Battery may be mounted outside of the driver's compartment in a safe manner. If inside the driver's compartment, it MUST have a cover around it and be mounted in a safe manner
25. Battery disconnects must be mounted in the driver's compartment where safety personnel can reach easily and quickly.
26. Alternator may not exceed over 14.9 volts output.

FUEL AND FUEL SYSTEM

1. No mixing of additives or other fuels allowed
2. Fuel must be LPR Track fuel only
3. Fuel Cells are mandatory
4. 22 gallon maximum cell.
5. The only contents of all fuel cells will be fuel cell foam and fuel. No blocks, spacers or any other foreign matter to take up space inside the cell.
6. LPR reserves the right to pull a fuel sample and send to an external lab for analysis.

7. Cells must be wrapped in a steel container.
8. 8" fuel cell minimum height with driver in it.
9. Must have a minimum of 1/8" straps
10. Fuel cell bar must extend past the fuel cell can by 1".
11. Each Competitor is required to purchase and run 10 gallons of track race fuel per race in order to receive points and/or monies.

WHEELS

1. Only steel wheels are permitted.
2. 15' x 10' wheels ONLY
3. Backspacing the same on all 4 wheels, must meet 64-1/2" max tread width rule front and rear.
4. No bleeders allowed
5. Wheel spacers must be the same side to side.
6. Wheels must be marked with the race team's number on them.

WEIGHT BALLAST

1. Must be painted white with a car number on it.
2. Must be bolted securely and no less than 5 lb blocks.
3. Penalty of \$2.00 per pound for any lead lost on racetrack and loss of the lead
4. No tungsten allowed. If found, will be confiscated.
5. No adjustable ballast
6. All cars will be weighed with the driver in the correct position with helmet and driver suit.

WEIGHTS WITH DRIVER IN CAR

1. 602 Crate with 650 CFM and 6600 chip
3050 total weight, 1350 right side
2. 603 Crate with 390 CFM and 6600 chip
3050 total weight, 1375 right side
3. 604 Crate with 500 CFM and 6600 chip
3100 total weight, 1400 right side
4. Ford 347 JR with 390 CFM and 660 chip
3100 total weight, 1400 right side

A .030 overbore has been approved for the 602 and 603 and 604 crate engines.

The only piston that is approved is the Mahle part #224-3497-030. Any motor changes must be turned into the LPR Officials before competing. Any discrepancies found between paperwork filled out by Driver and the tech of the car will become subject to disqualification and all monies/points forfeited.

Fuel burn-off – one (1) pound per lap

TIRES

1. Competitors will be required to purchase tires at the racetrack the day of the event. No outside tires will be permitted to race.
2. You may buy as many practice tires as you need.
3. First race of the season, you will be required to purchase 4 tires
4. Second race event and rest of season, you will only be able to buy 2 tires per race event. No additional tire purchase permitted on twin race events.
5. If you have no previous RACE tires, you may purchase 2 scuffed tires from the racetrack.
6. New tires purchased on buy week must be ran during that race and can be used on left or right side of the car. No flipping of tires on the rims will be permitted.

7. Tire serial numbers will be recorded and kept on record to keep tires from getting swapped. These tire serial numbers belong to the car ONLY. No selling or swapping of tires between drivers/teams.
8. Anyone who is caught with wrong tires will lose all money and points for that race event and be subject to fines. This will not be tolerated.
9. No tire soaking permitted. If caught, you will lose all money and points for that race event and be subject to fines. This will not be tolerated.
10. LPR reserves the right to send tire /sample to outside lab for analysis
11. Spare tires for the race will be marked by a track Official before the race. No tires will be changed during the race unless deemed flat on the rim by LPR Official
12. No Mulligan Rule...If you have a flat tire deemed by the LPR Tire Official, you will be allowed a tire an approved spare/scuff. It must be turned into the LPR Tire Official within 15 minutes of race completion. There will be 12 tires in the scuff pile that have been approved by LPR Official.
13. In the event of twin races, If you have not run the minimum laps required in the previous race (half the scheduled laps), you will be required to start last in the second twin event. With the same 4 tires.
14. Any new competitor that does not have tires already scanned in for competition, will be required to purchase 2 new tires and 2 scuffed tires. These may be purchased at the track on the day of the event.
15. All competitors are required to purchase LPR tires in order to receive points and/or monies for that race event. NO OUTSIDE TIRES WILL BE PERMITTED.
16. NO nitrogen tanks will be permitted for use of airing/sizing of tires.

Limited Late Model General Rules

- Any rules not specified in the Limited Late Model rule package will defer back to the 2026 NASCAR Late Model rule book for clarification.
- ALL RULE CLARIFICATIONS BY LPR COMPETITION DIRECTOR ARE FINAL.