

Kenai Peninsula Racing Lions



Updated 2024

**CIRCLE TRACK DIVISION
KENAI, AK**

GENERAL RULES

Twin City Raceway Circle Track Division

Classes: Mini Stock, A Stock, B Stock, Truck, Sprint, Legend, Late Model, Sport Modified

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2. GENERAL DISCLAIMER

- The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern these events; all participants are deemed to have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR 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 participant, spectator, or official. Any interpretation or deviation of the rules is left to the discretion of the officials. TCR may change any rule at any time to reduce the cost of racing, maintain equal competition, or improve safety. TCR assumes no responsibility for damage to or loss of your equipment, vehicle, tow vehicle, or any parts by any means whatsoever.

- The following rules pertain only to Stock Car, Truck, and Late Model classes. This general rule section applies to every racer, mechanic and/or pit personnel. Some items, obviously, do not apply to each class - you can easily determine which rules do not apply to you. The driver is responsible for the actions of his pit crew in all respects. Differences in classes will be noted under their class rules.

3 GENERAL RULES

- You are expected to know the rules; ignorance will not be tolerated as an excuse.
- All drivers must be at least fourteen (14) years of age (proof of age required). Drivers under eighteen (18) years of age are required to have a signed and notarized Parental Consent Form. The Parental Consent Form must be signed by a parent or legal guardian and must be received by TCR prior to participation of the driver in any event.

3.1 INTERPRETATION

- The interpretation of these rules is at the discretion of the track officials. Their decisions are final.

3.2 MEDICAL EXAMINATION

- All drivers in classes may be required to take one, as needed, by official request, at the driver's expense.

3.3 HELMETS

- All classes are mandated to have a full coverage approved auto racing helmet with goggles or full-face shield. Helmets must always be worn while operating a car on the track or in the pits.

• • SPRINT

- • Tear offs are required.

3.4 FIRE SUITS

- All drivers in classes are required to wear fire retardant apparel in good condition. Minimum long sleeves and long pants. Drivers in all classes are always required to wear flame retardant gloves.

- ● SPRINT

- ● SFI labeled and approved shoes are required.
- ● Leather construction is not required.

3.5 SAFETY BELTS

● Need to be installed using the manufactured specifications. All classes are mandated to have a 5 or 6-point safety harness, which must be worn at all times when on the track or in the pits. Shoulder harnesses will be 3" minimum and must be fastened behind the seat at shoulder height or a maximum of 3" below shoulder height. Lap belts must be 3" minimum. All belt and harness anchors must be securely fastened to the roll cage and meet TCR approval. Mandatory one-point quick release. Recommended that Belts and harness be replaced if over five (5) years old. Visual inspection and approval for use of belts over five (5) years. Month, year and date of manufacture must be on all belts. ● ● SPRINT

- ● SFI approved lap belt, crotch belt, shoulder harnesses, arm restraints with a quick releases are mandatory.
- ● Lap belt and shoulder harness shall be 3" minimum width.
- ● Must be mounted securely to main roll cage.

3.6 FIRE EXTINGUISHERS

- All classes are mandated to have one 2 -1/2 pound dry chemical fire extinguisher in their pit area.
- All cars shall have an onboard fire extinguisher within reach of the driver.

3.7 SEATS

● All models must use approved racing type metal seats. The racing seat must be suspended from the roll cage, not bolted to the floorboard. ● ● SPRINT

- ● Racing seat must be of equal or greater quality than a Kirkey 56LW series lightweight seat.
- ● Either a right head support or cage net is required.
- ● Left head support is optional.
- ● Race approved head and neck restraint is mandatory.

- LEGEND

- ● The seat may be moved within the drivers compartment without moving or changing existing bars in the frame.
- ● The centerline of the seat must be a minimum of 10" from the left side of the drivers compartment roll cage.
- ● The seat may be mounted directly to the floor pan.
- ● When mounting the seat, only steel or aluminum plating shall be used to support the

- seat backing.
- • No carriage bolts allowed, minimum grade 5 hardware.
-

3.8 WINDSHIELDS AND DRIVERS DOOR OPENING

• Driver's window must have race approved removable window net. Window net must be mounted to the roll cage, window net release must be mounted at the upper A or B-pillar. All classes are required to cover the full opening of the windshield with 1/2" maximum square metal mesh.

- • SPRINT
 - • A rock screen is required.
 - • A maximum of 2" spacing between bars.

3.9 BRAKES

• All classes are required to have brakes. All four-wheel brakes must be operational.

No bias adjustment allowed in Stock Car. • • SPRINT

- • Foot operated hydraulic brakes in good working order are required.
- • A left front and rear wheel brake are mandatory.

3.10 STARTERS AND BATTERIES

• Stock Car, Truck and Late-Model classes are required to have a starter. The starter must bolt in the OEM location. Car must have the capability of starting without being pushed or pulled.

Cars must leave the initial staging area on demand, unaided, or go to rear of that race.

Batteries must be enclosed in a metal battery box if mounted in the driver's compartment.

Recommend the battery to be mounted in the trunk, between and above frame rails, Battery must be in Marine type case. One (1) 12V automotive battery only.

• Battery box must be securely fastened to the floorboard or cage.


3.11 THROTTLE LINKAGE

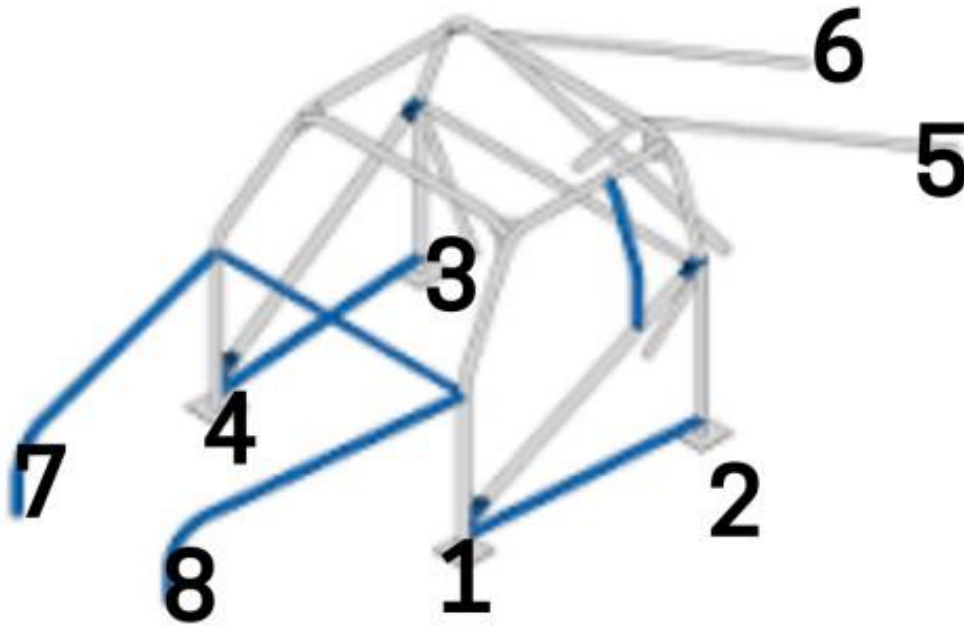
• All classes are required to have double return springs on carburetor throttle linkage.

3.12 DRIVE SHAFT

• All classes are required to have their drive shafts painted white in color. Front drive shaft loop is mandatory. Loop is to be a minimum of 1/8" thick by 1 1/2" wide steel 360deg. mounted no more than 6" to the rear of the front u joint. If bolted to the floor, the floor must be plated. Plate thickness is 1/8" minimum thickness.

3.13 ROLL CAGES

• All Models must have a minimum of a four-point cage. Construction will be 1- 1/2 black pipe schedule 40, or 1-3/4" DOM tubing .095 wall. A Stock, B Stock, and Truck must have a minimum of an eight-point cage with remaining points #5 - #8 constructed out of 1-1/4 black pipe schedule 40, 1-1/2" cage tubing, or DOM minimum .095" wall. Aluminum and/or other soft metals are not allowed. No square tubing or galvanized pipe allowed in the main cage. Fuel cell protection bar required. Roll bars within the driver's reach must be padded with an accepted material as determined by TCR. Fire retardant material is highly recommended. 



3.14 Roll Cage Example:

- *4-point roll cage example: #1 through # 4
- *6-point frame support roll cage example: #5 through # 8
- *front support bars welded for front frame support:
- #7 and #8
- *rear frame supports welded to rear frame: #5 and #6 •
- *full frame cars, weld posts #1 through #4 to frame rails
- Note for unibodies: - 4-hole plate - 6"x6" pad on all posts min.
- Arrow #1: over plate
- Arrow # 2: floor pan
- Arrow # 3: under plate
- Bumper not to exceed tread width of tires. - Basket type bumpers will be mounted to frame in stock location - Bottom of bumper must be a min. of 12" from the ground. At the top of the bumper must be a max. of 24" from the ground.

3.15 FUEL TANKS

- All classes must use an approved racing fuel cell not to exceed 32 US gallons. Tanks must be installed in rear deck space and separated from the driver by a firewall. Tanks must be securely fastened down with metal straps. Fuel cell must be secured with a minimum of 2 - 2" x 1/8" straps over and under the cell. Tanks must be equipped with a PCV valve or check valve. Filler caps must be located inside the body of the car.

3.16 NUMBER SPECIFICATIONS

- All classes must have one, two or three-digit numbers that are clearly visible. Must be a minimum of 18" high with a minimum 2"-line width located on both door panels and on the roof in contrasting colors. A minimum of 6" numbers located on the right front and left rear of car in contrasting colors to aid in car lineup is also required. No two cars will have the same numbers in a class. All numbers will be assigned and approved by TCR officials, all non-members with corresponding numbers per class will be required to change. All cars must meet the approval of the officials as to appearance.

3.17 RADIATORS AND COOLERS

- All classes must have radiators with overflow bottles. Securely mounted in OEM location. Aluminum radiator allowed. Water only, no Antifreeze allowed. Fan shrouds are highly recommended. No oil, transmission or water coolers allowed in the driver's compartment. Any oil, transmission or water cooler lines running through the driver's compartment must be metal. External cooling lines maximum of 2 lines from the back of the intake to enter the thermostat housing or spacer. No other external cooling lines allowed.

3.18 REFLECTIVE DEVICES

- No reflective devices or decals are allowed in any class. Mirrors will not be allowed in any class.

3.19 INSPECTIONS

- Any car involved in a major accident must be inspected by a safety official before re- entering competition. A race car may be inspected by officials at any time. Every registrant of TCR shall always conduct himself or herself with complete safety and in a prudent manner or a fine may be charged against them by TCR. If there are any questions concerning the class safety rules, please contact a director from your class or a track representative. Passing "Tech" does not imply your car is free of defects. You are personally responsible for making sure that your car is safe and racing ready.

TRACKPROCEDURES

3.20 ORIGINAL START

- Shall be two abreast. It is up to the pole sitter to set an even pace. If this cannot be done to the flagman's satisfaction after a second failed attempt because one car attempts to get a jump or excessively slow the other cars, the offending driver will go to the rear after each occurrence. The first failed start will be considered a warning to the entire field. The pole sitter can start the race anytime while in turn four (4). Any car passing or jumping the start before the start finish line will be black flagged. Cars must be nosed to tail until the leader starts the race and the

green flag is displayed. Any car with excessive space in front will be called for a jump start. No passing on the inside before the start/finish line on any start.

3.21 DELAWARE RESTARTS

- Shall be two abreast, with the race leader occupying the front row alone. The driver in second place will have the option to start on the inside or outside of the second row with the third-place car filling the remaining position in that row. The fourth-place car and all even place cars will start on the inside row, and fifth place and all odds place cars line up on the outside row. The leader is responsible for setting a reasonable restart pace and maintaining it. All cars must remain nose to tail.

- Any car stopping on the racetrack, unless otherwise authorized (official discretion, e.g. reporting debris or being pulled over by an official), will be placed at the rear of the field. • Cars must complete one full green lap on the racetrack for the lap to count. All cars requiring a push truck to start will go to the rear of the field. If your car is disabled in the infield or on the track, keep your helmet and belts on and stay in the car (unless you are in danger from fire or spilling fluids).

3.22 ENTERING THE TRACK

- **NO ONE** is permitted to work on a car while it is on the racing surface regardless of flag conditions, will result in disqualification.

3.23 AFTER AN ON-TRACK INCIDENT

- The car that was involved in the incident bringing out the yellow will be sent to the rear of the field before a restart. Cars that inadvertently cause an incident may also be deemed to be in the incident. Rough driving will result in disqualification. Car(s) causing 3 yellows in a single race will be black flagged and must go to the pits. Cars judged to be a hazard (e.g. off the pace, loose, or broken parts affecting the competition) may be sent off the track for repairs or black flagged at the official's discretion.

3.24 EXITING THE TRACK ON A YELLOW

- If a driver exits the track on a yellow, due to needing minor repairs. A grace period of three pace laps will be issued to that driver. If all remaining cars on the track are in alignment, the race may proceed with a green flag rounding the 4th corner on the end of the third pace lap. Cars that exit the track for any reason will be allowed to rejoin the race only while the caution light is on. Once the caution light goes off and the race is ready to begin, all cars waiting to go back on the track will be held until the race has started. Once the cars have passed the entrance to the track, the official will allow any waiting cars onto the track if it is safe to do so. Once the leader has reached the start/finish line cars will not be allowed back onto the track until the next caution. Pay attention to the official. If you disregard the official's direction regarding returning to the track, you will be scored out of the race at the point you left the event to pit.

3.25 INCIDENTS ON WHITE/CHECKERED FLAG

- A race will be called completed only after the leader crosses the finish line and receives the checkered flag. When a caution occurs on a white flag lap the race will be completed. Cars will be scored by the order they crossed the finish line on the previous completed lap with cars

causing the yellow or red flag to be scored at the rear of the appropriate lap. Lapped cars on the white flag lap cannot make up a lap on those involved in the last lap incident.

3.26 WHEEL PACKING

- All cars (Stock Car, Truck, and Late Model) must pack the track when requested. Failure to do so will result in starting all heats and the feature races scratch, points and monies will not be rewarded to any driver that refuses to wheel pack, (mechanical failure will be deemed reasonable by the race officials).

3.27 THE STAGING AREA

- All drivers must report to the Driver's Meeting held before each event. Cars must be in their correct lineup position to ensure their starting position at the time the white flag is displayed in the previous race. Cars coming up late for their race shall relinquish their starting position and go to the rear, cars may not join a race after the green flag has been displayed. It is the driver's responsibility to check the lineup board, know which race you're assigned to, whom to start behind and besides, and be in the staging area before the white flag is displayed in the previous race.

3.28 FLAGS

3.28.1 • Green

- Track is clear. The race will start if the lineup is correct, and the cars are aligned.

3.28.2 • Yellow

- Caution is on the track. Continue circling the track in your race position at pace speed. When the lineup is set, and the track is clear, the race will restart. 3.28.3

• Red

- Race is being stopped. The lead car will move to a location as instructed by officials. Cars should remain in racing order. Officials will line up the cars. 3.28.4 •

White • One more lap before the race is completed.

• Checkered

- Race is over; all cars except the feature race winner will exit the track through the turn one access road. Take one cool down lap and move into a single file line to exit the track.

3.28.5 •Black

- Unsafe equipment and/or disqualification. Driver must go to the pits and will not be scored as being in the race from the time he/she is black flagged.

3.28.6 • Blue and Yellow Stripe

- Your car is about to be lapped by faster traffic; HOLD YOUR LINE!

3.28.7 • Green and White Flags

- Crossed • Race is halfway finished. • Red and Black Flags
- Waving • Practice session is over.

3.29 SIGNAL LIGHTS

3.29.1•Green

Go.

3.29.2 • Yellow

Caution.

3.29.3. • Red

Stop.

3.29.4. • Yellow

Flashing Slow the pace.

3.29.5. • Lights Out

Prepare for green.

3.30 FINES AND SUSPENSIONS

• If directly witnessed by an official concerning the following subjects. There will be no warnings, follow the rules. Fines will double for repeat offenders. Three violations will result in suspension for the remainder of the season, all official decisions are final.

3.30.1 • Unsportsmanlike Conduct

•1st Offense 86 from track for the day \$50 fine

•2nd Offense 86 from track for the day and Loss of ALL Current Points.

•3rd Offense 86 from track for the Entire Season.

(There will be NO TOLERANCE for Disrespect towards Board Members, Racers, Pit Crew, or Race Fans AT ALL throughout the season.)

3.30.2 NO ALCOHOL OR MARIJUANA CONSUMED BEFORE OR DURING THE RACES IN THE PITS UNTIL THE RACES ARE CONCLUDED.

3.30.1 • Clean Up

• \$25.00

3.30.2 • Contaminants spilled

• \$100.00

3.30.3 • Crew Fights

• \$50.00

3.30.4. • Driver Fights

• \$50.00 + 1-week suspension

3.30.5 • Speeding in the Pits

• \$50.00

• Unsafe Work Practices

• \$25.00

• Profanity •

\$25.00

• Alcoholic Beverage or Marijuana in Pit Area During Races

• \$25.00 •

Unattended Children

• \$25.00

• Unsportsmanlike Conduct

• \$50.00

3.31 •POINTS

•Point Calculations

# OF CARS	Positions	Qualifying	HEATS	FEATURE
20	1	5	15	35
19	2	4	14	33
18	3	3	13	32
17	4	2	12	31
16	5	1	11	30
15	6	1	10	29
14	7	1	9	28
13	8	1	8	27
12	9	1	7	26
11	10	1	6	25
10	11	1	5	24
9	12	1	4	23
8	13	1	3	22
7	14	1	2	21
6	15	1	1	20
5	16	1	1	19
4	17	1	1	18
3	18	1	1	17

2	19	1	1	16
1	20	1	1	15

.POINTS AWARDED TO CAR

3.32 • STARTING

- Starting may be determined by points, qualifying, or at the discretion of the track manager.

3.33 • RAIN OUT POLICY

- If rain or weather suspends a racing event and it cannot be started. The TCR Board of Directors will make the decision by 4p on Race Day if there will be a rain out. **(MAKEUP RACE DAYS WILL BE DETERMINED AND DECIDED WITHIN 72 HOURS OF CANCELED RACE.)**

3.34 • FANS

- If it weren't for the fans, we would not be here. Any driver, crew member, or track official who is the instigator of abuse on a fan whether it is verbally or physically will be ejected and fined \$100.00.

NO EXCEPTIONS!!

3.35 • SECTION/VISUAL PROTEST

- Section protests - (IE: Scoring, Disqualification, Procedure protests) submitted on completion of feature race. Decision will be made by TCR officials by the next racing event. Visual protests (protest that can be determined by TCR official merely by his or her observation, IE; wheelbase, carburetor, tires, ignition.) must be protested before the first heat race, green flag, and not after (protest must be given to the appointed track official). If a protesting driver/car is found legal, protest monies will be issued to protest driver less fees. If a protesting driver/car is found illegal, protest money will be returned to the protesting driver less fees and penalties will be applied to the protesting driver. Any driver/car found to be illegal may compete if/when repair of infraction is completed before the second heat race, green flag.

- First offense: DQ (loss of points) first heat race and must start scratch for the second heat race.

3.36 • COMPLETE PROTEST

• (IE: Engine, Transmission, Suspension teardown) Any driver/car that finishes on the lead lap and have competed in the prior two weeks of competition may be protested. A driver/car that finishes on the lead lap can only protest a driver/car that finishes in front of him or her. All protests must be submitted in writing within 15 min. of the completion of the feature race. Once the protest has been initiated the protest cannot be recalled. All protests must be made in cash only and must be given to the appointed track official. All protesting drivers may be accompanied by one additional person. All protesting drivers are allowed two additional people to aid with removing of the protested part(s). Teams are allowed 1hr. For removing any components except in the case of an engine disassembly in which 1hr 30min will be allowed. Only one head may be removed, protesting drivers choose which side is removed. If a protesting driver is found legal, protest monies will be issued to protest driver less fees. If a protesting driver is found illegal, the protesting driver's money will be returned to the protesting driver and less fees and penalties will be applied to the protesting driver.

3.37 • FIRST OFFENSE

• Loss of points and winnings for current night and must start scratch for the next two (2) heats and feature (1) race. Second offense: Loss of points, year to date and or suspension up to four (4) weeks in which a decision will be made by TCR officials. Any driver may protest a total of two (2) times per season. A driver may only be protested by another driver a total of two (2) times per season.

3.38 • PASSENGERS

• Shall meet driver's minimum specifications (roll cage and safety equipment). Passengers not allowed under racing conditions.

3.39 • AUXILIARY PIT VEHICLES

• At no time are personal vehicles or pit vehicles (ATV's) allowed on the racetrack following the races. Two wheeled vehicles are not allowed in the pit area. Auxiliary vehicles of any kind should be used for necessary transportation only. Excessive speeds will not be tolerated. Joy riding in the pit area is prohibited. Driver/Owner of an auxiliary pit vehicle assumes full responsibility for any bodily injury or property damage related to the use of their vehicle.

3.40 • TCR Board of Directors

Contacts:

- President – John Mellish (907) 398-6155
- Vice President – Chuck Winters (907) 202-2898
- Stock Car Director – Dustin Bass (907) 953-3604
- Truck Director - Dustin Bas
- TCR Mods – Todd Petersen
- Legend – Bryan Barber (907) 529-0026
- Treasurer – Bridgette Attleson (907) 953-8052

- Secretary – Kristen Bornowski (907) 740-8123

MINI STOCK

4 MINI STOCK

4.1 COMPETING MODE

- Must remain stock
- Any (4) four cylinder American or import production model. •
Vehicle may be front or rear wheel drive, no all wheel drives.

4.2 BODIES

- Must retain stock floor pan and firewall in stock location.
- No aftermarket fiberglass or lightweight race panels. •
Fenders may be cut/radiused for tire clearance.
- All glass/plastic/upholstery/trim must be removed from the car.
- Stock instrument cluster may be retained if desired.
- Inner fender wells may be cut or removed.
- Both inner door panels may be cut out for door bars.

- Windshield opening must be covered with square mesh no larger than 1/2”.

4.3 FRAMES

- Must be stock and match body of parent company, reinforcing allowed for safety purposes only.
- Must have a tow hook on front and rear.

4.4 BUMPERS

- Side nerf bars allowed, maximum size is 1-1/4” square or round tubing.
- Shall only protrude out from body panels a maximum of 2-1/4”.
- Bumpers may be reinforced for impact.

4.5 ROLL CAGE

- No additional requirements have been established; section 3.13 applies.

4.6 IGNITION

- Battery operated ignitions only.
- No amplified aftermarket ignitions allowed.

4.7 ELECTRICAL

- If battery is moved from stock location, it must be securely mounted with steel hold downs in a sealed or contained box.

4.8 SUSPENSION

- Must remain in appearance, all components must remain in their stock location.
- No mechanical weight jacks allowed.
- Use of adjustable anti-sway bars is acceptable.

4.9 SEAT

- Section 3.7 applies.

4.10 STEERING

- No additional requirements have been established.

4.11 REAR ENDS

- No additional requirements have been established.

4.12 RADIATORS

- No additional requirements have been established.

4.13 WHEELS

- 7" maximum width wheels.
- No bead locks allowed.

4.14 BRAKES

- No additional requirements have been established.

4.15 TIRES

- Tires must be DOT rated highway tires.
- No snow, grooved, studded, or race tires.

4.16 TRANSMISSION

- Transmission must be of parent company manufacturer.
- Must have forward and reverse gears.
- Must be self-starting out of gear and be able to shift into gear with motor running.

4.17 FUEL DELIVERY SYSTEMS

- Must be pump gas only, no racing fuels allowed.
- OEM gas tank allowed, if originally mounted in front of the rear axle.
- A fuel cell must be constructed of metal, or if plastic it must be in a metal enclosure or mounted in the truck.

4.18 INTAKE

- Aftermarket manifolds allowed.

4.19 EXHAUST

- Aftermarket manifolds allowed.

4.20 ENGINES

- Engine must be of parent vehicle manufacturer.
- Naturally aspirated piston driven only, no superchargers or turbochargers.
- Single 2bbl carburetor or factory fuel injection.
- Engine must remain in stock position.
- Unaltered OEM block only.

- OEM camshaft only.
- Internal lower end parts must remain stock (i.e.: ECU, crank, rods, pistons, timing gear, EFI maintain factory settings,).

4.21 CYLINDER HEADS

- Unaltered OEM cylinder heads only.
- Valves to remain stock size for heads being used.
- No headers

A STOCK

5. A STOCK

5.1 COMPETING MODELS

- 1955 or newer standard size American made sedans and trucks. (2 or 4 door)
- Stock wheelbase will be 102" minimum to 116" maximum (+ or – 1") • No convertibles, station wagons, four-wheel drive or front wheel drive allowed.. • Car must weight a minimum of 3200 lbs. wet with driver.
- Cockpit cars - B Stock to A Stock (board approval required.)

5.2 BODIES

- Destroyed panels can be replaced with stock appearing steel parts.
- Fenders can be cut for tire clearance not to exceed 3".
- Inner fender wells may be cut or removed.
- Both inner door panels may be cut out for door bars.
- Grill may be replaced with wire screen.
- Aftermarket nose pieces allowed.
- All upholstery, glass, chrome, lenses, and fiberglass must be removed from car.
- Driver's window must have race approved removable window net.
- Window nets are always required to be used.
- Firewall and floor pan must remain intact.
- Floor firewall board approval on cockpit modifications.
- All holes must be sealed.
- A fire wall between driver and trunk area must be 20-gauge steel sheeting.
- Spoilers height: 6" maximum height and no wider than the trunk lid.
- Three (3) braces maximum.
- Must be triangular 6" height and 18" length at base
- Aluminum hoods and trunks allowed
- Any stock hood that came on car
- No aftermarket hoods allowed.
- No fiberglass hoods or body panels allowed.
- Non firewall mounted clutch, brake throttle pedals allowed within or minus 2 inches from original location.

5.3 FRAMES

- Must be stock.
- Reinforcement of uni-body mandatory
- Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inches by three-inch steel tubing with minimum 0.095" wall thickness, same length as material removed.
- Factory seam must remain visible.
- Uni-bodies must tie rear frame to front frame.
- Frames may be "X" braced.
- Must have a tow hook on front and rear.

5.4 BUMPERS

- Stock or basket type front and rear.
- Basket type no more than 1" from outside of body permitted.
- 1-1/4" black pipe maximum for bumpers.
- Bumpers must be reinforced so that they will not fall off on impact.
- Nerf Bars must be level to the center of axles plus or minus 8". Maximum 1" from body and a maximum OD of 1".
- Height must follow spec

5.5 ROLL CAGE

- Must be a minimum of a Six (6) point roll cage with a minimum of three (3) door bars on the driver's side, and a minimum of two (2) door bars on the passenger side.
- Roll cage front hoops are permitted.
- Mandatory fuel cell protection required.
- Roll cage may be made of 1-1/4" black pipe schedule 40 minimum wall. Or 1-1/2" DOM tubing .095" minimum wall.
- Roll bars must be padded within drivers reach

5.6 IGNITION

- Stock electronic or single point distributor. HEI distributor only.
- No MSD or racing aftermarket types (no amplified ignition).
- OEM ignition only

5.7 ELECTRICAL

- Battery must be mounted in a positive cover to contain the acid.
- Must be securely mounted with steel hold downs.
- Battery may be mounted in stock location.
- No bungee cords or ratchet straps on battery.

5.8 SUSPENSION

- Must remain stock, A-arms and trailing arms, for make and model.
- An all steel, stock configuration, with stock mounting points, non-adjustable tubular A arm can be used to replace the stock A-arm.
- No cutting, heating, wedging, or modifying of components.
- No coil over or air shocks.
- No weight jacks of any kind (adjustable lowering blocks, spring spacers, adjustable shackles, or spring rubbers).
- Shock must be in the stock location and in stock mounts only.
- One shock per wheel, no heim end, aluminum, and OEM mount, OEM location OEM style only.
- Springs must be mounted in stock OEM location and mounting only.
- Anti-sway bar must remain stock if you choose to run one.
- Non firewall mounted clutch, brake throttle pedals allowed within or minus 2 inches from original location.
- OEM split valve shocks allowed.
- Heim joint tie rods allowed.

5.9 SEAT TYPE

- Factory built aluminum racing seat is required.
- Seat Belt
- Five (5) point safety harness required
- Mounted to roll cage by 3/8" grade 8 bolts minimum.

5.10 STEERING

- Must remain stock.
- Removable steering wheel allowed.
- Steering column must retain collapsible shaft or double u-joint, in stock location.
- Steering quickeners allowed.
- OEM split valve shocks allowed.
- Heim joint tie rods allowed.
- Aftermarket OEM style cast iron blocks allowed.

5.11 REAR ENDS

- Ford 9" or Chrysler 8-3/4" or a floater style allowed with all makes of cars.
- Must be in stock location with stock mounts.
- No quick-change rear ends allowed.

- Gear ratio is optional.
- Welding of spider gears, mini spools, and posi-track allowed.

5.12 RADIATORS

- Only one radiator mounted in stock location allowed.
- Must have catch tank mounted for overflow.
- Aluminum radiators allowed

5.13 WHEELS

- Maximum wheel width of 8".
- Any rim offset allowed.
- Steel racing type rims permitted.
- No ultralights, or wide 5's.
- 8" bead locks allowed.

5.14 BRAKES

- OEM factory original type brakes only.
- No aftermarket rotors, or calipers.
- All 4 brakes must lock up on inspection.
- Brake shut off valves are prohibited.
- No direct driveline or line lock torque converter (Supposed to run with brake applied)
- Non firewall mounted clutch, brake throttle pedals allowed within or minus 2 inches from original location.
- Aftermarket single brake master and clutch cylinder allowed.

5.15 TIRES

- Tires must be DOT approved for highway use only
- No racing tires studded, or lug type mud and snow allowed, Grooved and sipping tires allowed
 - 1" lug nuts mandatory on right front.
- No chemical softening or conditioning

5.16 TRANSMISSION

- OEM standard production 3 or 4 speed manual transmission or automatic only.
- No direct drivers or buttons.
- OEM clutches and OEM steel flex plates only.
- No aluminum flywheels.
- Automatic transmissions should have scatter-shields.
- Manual transmissions must have explosion-proof steel bell housings.

5.17 FUEL DELIVERY SYSTEMS

- One unaltered Holley # 0-4412, 500 cfm carburetor or one 4-barrel carburetor max 650 CFM with a vacuum secondary
- Choke tower must be intact.
- Choke butterfly may be removed.
- Single inlet carbs only
- No center pivot float bowls
- No double pumps
- 1" spacer allowed.
- 2bbl to 4bbl adapters allowed.
- Approved racing fuel cell shall be adequately sized to finish a 50-lap race without stopping for refueling.
- Must be securely mounted with two metal straps in rear trunk area.
- If there is not a rear floor pan:
 - The fuel cell shall be enclosed in a container with 4 sides and a bottom. A top to the container is strongly recommended.
 - The container shall be constructed using a minimum of 20-gauge steel or aluminum and be securely mounted in the rear trunk area.
 - The bottom of the container shall not be below the bottom of the frame rails.
- Tanks must be equipped with a non-spill cap and vent line.
- PCV valve can be used on vent line.
- Filler cap must be located inside of the body.
- No pressurized tanks allowed.

5.18 INTAKE

- Any cast iron or aluminum dual plane, non-air gap manifold allowed.
- Gasket matching allowed. Gasket matching shall not extend more than 1/2" into the ports.
- Edelbrock Aluminum Performer intakes are acceptable as follows:
 - Must be unaltered.
 - No gasket matching, or plenum work allowed.
 - No grinding or removing of any castings or numbers.
 - Only listed intakes can be run, No Exceptions.
 - • GM SBC any dual plane manifold

- • Ford 260-289-302 V8 Performer # 289
- • Ford 351M/400 V8 Performer # 400
- • Ford 351 Cleveland Performer # LB351-4V
- • Ford 351 Windsor Performer # 351W
- • Chrysler 318/360 Performer # 318/360

5.19 EXHAUST

- OEM Style cast iron exhaust manifolds only.
- Manifolds must exit downward.
- Exhaust must exit the rear of the transmission cross member under the car.
- 2-1/2" maximum size exhaust pipe.
- 90 degree turn downs are recommended

5.20 CYLINDER HEADS

- Unaltered OEM or aftermarket stock replacement cylinder heads only.
 - • Stainless Steel valves allowed; no titanium components allowed. • Stock GM cast iron Vortec heads allowed,
 - The following unaltered Edelbrock Performer Vortec manifolds shall be used: # 2116, 2716, 7116, 2101, 2701.
 - Holly 500 cfm 2-barrel carburetor, part number 0-4412, • Cylinder heads must reflect casting numbers in original form.
- Maximum Intake and Exhaust valves
 - • 2.02" maximum intake valve.
 - • 1.60" maximum exhaust valve.
- Allowed stock replacement heads. These are bare head part numbers. You can use the comparable "assembled" head.
 - • 1.94 intake valve / 1.50 exhaust valve
 - • EngineQuest # CH350H, CH350A, CH350G, CH350C
 - • EPWI # 175679, 175769
 - • World Products # 043600
 - • 2.02 intake valve / 1.60 exhaust valve
 - • Dart Iron Eagle # 10120010, 10220010 #S/S 170cc intake runner cc
 - World Products S/R Torquer # 042660, 042670
 - • Summit Racing # 152123 #151124, EWP #910535, and 910535CF
 - • EPWI # 175672G, 175762
- UNALTERED MEANS THAT OTHER THAN GASKET MATCHING THE INTAKE AND

EXHAUST

- VALVE JOBS, GUIDE REPAIR, MACHINING FOR GUIDE PLATES AND RESURFACING ARE ALLOWED
PORTS SHALL REMAIN UNTOUCHED.
- IF THE CYLINDER HEAD NEEDS SOME OTHER KIND OF REPAIR, PLEASE CONTACT THE TECH PERSON OR A BOARD MEMBER TO SEE IF THE REPAIR WILL BE ALLOWED.

5.21 ENGINES

- Factory engines, location, and components.
- 180 PSI maximum compression and run on automotive grade pump fuel or avgas only.
- 100 Octane maximum rating.
- OEM and aftermarket cast iron blocks only.
- Maximum cylinder bore size:
 - Chevy 350– 4.060, No 400cid allowed.
 - Ford 351– 4.060, 400M allowed.
 - Dodge 360 – 4.060.
- No porting or polishing allowed.
- No pop-up, dome, or hemi pistons allowed.
- Flat top or dished pistons only.
- No mechanical, roller rockers, roller cams, or lifters allowed.
- Stamped steel roller rockers are not allowed
- Aftermarket stock length replacement pressed pin connecting rods and stock stroke replacement cast crankshafts may be used.
 - Connecting rods shall be identical to a scat stock replacement forged I beam – Part: #3icr5700p.
 - Crankshafts shall be identical to a scat pro stock cast crankshaft – Part: # 9-103750 or a scat 9000 series crankshaft – Part: #9-350-3480-5700.
- Stroke must match block.
- Hydraulic cams and lifters only.
- Firing order shall be stock.
- No polishing of rods.
- No floating rods or pistons.
- Stock replacement rods and cranks only.
- Chain and sprocket style timing chain only.
- Mechanical or electric fuel pumps allowed.
- Electric pumps must have a low oil pressure shut off switch.
- Aftermarket OEM style cast iron blocks allowed.

B STOCK

6. B STOCK

6.1 COMPETING MODELS

- 1970 or newer standard size American made sedans and trucks. (2 or 4 door)
- Stock wheelbase will be 102" minimum to 116" maximum (+ or – 1") • No convertibles, station wagons, four-wheel drive or front wheel drive allowed.
- Car must weight a minimum of 2900 lbs. wet with driver.

6.2 BODIES

- OEM factory steel
- Aftermarket steel replacement panels permitted.
- No fiberglass bodies permitted.
- All bodies must be mounted so that the car remains as close to stock appearing as possible.
- No Late model or Sportsman style bodies.
- Boxed interiors permitted with full floor pan in driver's compartment.
- Must have factory or plastic nose piece (NO OPEN FRONT ENDS).
- Must have factory or plastic tail piece. (NO OPEN REAR ENDS).
- Homemade nose and tail pieces permitted.
- Spoiler height- 8" of material maximum and no wider than the car.
- Spoiler braces- 3 braces maximum.
- Must be triangular, 8" high and 18" long at base.
- No glass or Lexan windows.
- No additional Lexan attached to body other than spoilers.
- No mirrors, radios or communication equipment allowed in car at any time.

6.3 FRAMES

- Must be stock.
- Reinforcement of uni-body mandatory
- Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inches by three-inch steel tubing with minimum 0.095" wall thickness, same length as material removed.
- Factory seam must remain visible.
- Uni-bodies must tie rear frame to front frame.
- Frames may be "X" braced.

- Must have a tow hook on front and rear.

6.4 BUMPERS

- Stock or basket type front and rear.
- 1-1/4" black pipe maximum for bumpers.
- Bumpers must be reinforced so that they will not fall off on impact.
- Nerf bars must be level with the center of axles plus or minus 8". Max 1" from body and a max OD of 1".

6.5 ROLL CAGE

- All cars must have a 6pt steel roll cage protecting the driver's compartment. (See Safety Rules for Spec's)

6.6 IGNITION

- Advanced kits permitted.
- Ignition booster or amplifier to ignition permitted.
- No MSD or racing aftermarket types (no amplified ignition).
- OEM ignition only.

6.7 ELECTRICAL

- (1) one 12-volt type battery only.
- No dry cell battery pack to ignition.
- Alternator, if used must be wired to the battery.
- No loop system wiring to the distributor.
- All cars must have a starter in working order.

6.8 SUSPENSION

- Must be stock locations.
- weight jacks are optional.
- Racing shocks, front and rear are allowed.
- Front shocks must be mounted to A-frame.
- Racing springs, front and rear are allowed.
- Tubular upper A-arms allowed, Non-adjustable.
- Aluminum and/or titanium components are not allowed. Magnet must stick to all components.

6.9 SEAT

- Type
- Factory built aluminum racing seat is required.
- Seat Belt
- Five (5) point safety harness required
- Mounted to roll cage by 3/8" grade 8 bolts minimum.

6.10 STEERING

- Must be stock locations

6.11 REAR ENDS

- All rear ends must be locked, welded, mini spool and posi.
- Ford 9" allowed with all makes of cars.
- Floater and/or Grand National rear ends allowed.
- No quick change.
- Rear suspension must match frame with stock mounts.

6.12 RADIATORS

- Stock
- Any Radiator is allowed.
- Location
- Must fit in stock location per year, make, and model.
- Coolant
- Water Only, Water Wetter-type additive is permitted.
- Overflow
- One (1) gallon capacity radiator overflow canister required.
- Must remain under the hood.

6.13 WHEELS

- Wheels must be approved racing type.
- Maximum wheel width is 10".
- Bead locks are acceptable, on all wheels.
- 1" lug nuts are mandatory on the right front.

6.14 BRAKES

- All 4 brakes must be working.
- Stock mounting locations.
- Brake bias allowed.

6.15 TIRES

- No lug or studded tire allowed.

6.16 TRANSMISSION

- OEM standard production 3 or 4 speed transmission only.
- Must have at least one forward and one reverse gear in working order.
- No special production transmission permitted.
- Automatic transmission permitted, and coupler allowed.
- Automatic transmissions are recommended to have scatter-shields.
- Manual transmissions must have explosion-proof steel bell housing.

6.17 CLUTCH

- Multi-disc clutch permitted.

6.18 FUEL DELIVERY SYSTEMS

- Limited to one four-barrel carburetor only.
- No fuel injection, turbo, or blowers permitted.
- Carburetors must have casting lines in venturi.
- No polishing or porting of carburetors permitted.
- On standard type Holley's choke horn may be removed.
- No lower than the breather gasket flange.
- Mechanical or electric fuel pump permitted.
- Electric pumps must have an oil pressure shut off switch.

6.19 FUEL CELL

- Approved racing fuel cell required. Max 32 U.S. gallons.
- Must be securely mounted with two 1" metal straps in the trunk area of the car, inside metal box, if the floor pan has been removed.
- If the floor pan has been removed, the fuel cell is to be mounted not lower than the bottom of the frame rails.
- Gas only. Octane boosters are permitted, No Alcohol, no nitrous oxide, no nitro methane, or other additives.

6.20 FLYWHEEL

- Steel or Aluminum flywheel permitted.

6.21 INTAKE

- Any single four-barrel intake permitted.
- Any size carburetor spacer will be permitted.

6.22 DISTRIBUTOR

- Advance kits permitted.
- Ignition booster or amplifier to ignition permitted.
- No dry cell battery pack on ignition.
- Alternator, if used must be wired to the battery.
- No loop system wiring to the distributor.

6.23 STARTER

- All cars must have a starter in working order.
- One (1) 12-volt type battery only.
- EXHAUST
- Collector type headers or cast-iron manifolds.
- No 180 headers will be permitted.
- Manifolds and/or headers must exit downwards.
- Exhaust must exit rear of transmission crossmember under rear of car.

6.24 ENGINES

- All engines have a maximum bore size of .060 over standard.
- Small blocks only. No big blocks.
- Drive train must be in the centerline of car.
- Engines may not be crossed from one manufacturer's line to another...Chevy for Chevy.

6.25 BLOCK

- Standard production OEM cast iron V8 blocks only. • Maximum cylinder bore size 4.185 • Ford 400M allowed.
- Chrysler 360 allowed.
- No aftermarket main caps allowed.
- Deburring block and plugging deck to strengthen block permitted.
- Plug or vent and screen oil drain holes in lifter valley permitted.
- May surface block.
- Lifter bore must be OEM diameter for engine.

6.26 CRANK

- Cast or steel crank only.
- Stroking or de-stroking allowed.
- No lightening or knife edging crank.
- No turning down counterweights or drilling crank pins.
- May balance engine.

6.27 RODS

- Stock appearing I-beam OEM design steel rods only.
- No stock production 6" Oldsmobile rods permitted.
- No sportsman type rods permitted.
- High performance rod bolts and nuts permitted.
- Polishing rods allowed.
- Pressing or floating pins permitted.

6.28 CAM

- Solid lift cam permitted.
- No roller or mushroom cam permitted.
- Firing order must be stock.

6.29 LIFTERS

- Solid lifters permitted.
- No roller or mushroom lifters permitted.
- Lifter retaining tray permitted.
- Lifter must be OEM diameter for engine.

6.30 TIMING

- Any chain and gearing.
- No gear drives permitted.
- No belt drives permitted.

6.31 CYLINDER HEADS

- Emissions legal iron or aluminum heads.
- Chevy straight plug or angle plug.
- Ford and Chrysler angle plug standard production cast iron heads permitted. • Bowtie, World Products, Engine Quest (EQ), W2 or Ford SVO heads allowed stock configuration.
- May surface heads (no CC limit).
- Steel valves only, no titanium. Maximum size for all engines:
 - 2.02 Intake maximum.
 - 1.60 Exhaust maximum.

- Allow for Ford stock valve size.
- Valve stem diameter is 11/32 minimum for all engines.
- Under cut stems permitted.
- Any type of guides permitted.
- Any valve springs and keepers permitted.
- Steel retainers required.
- Guide plates and screw in studs permitted.
- Roller rocker arms permitted at any ratio.
- No aftermarket shaft or pedestal mount rocker arm on chevy.
- If standard production heads came with shaft or pedestal mount rockers, they will be permitted.

6.32 HARMONIC BALANCER

- Fluid damper permitted.

6.33 WATER PUMP

- Cast or aluminum permitted.

6.34 OIL SYSTEM

- Wet sump system only.
- No dry sump system permitted.
- Racing oil pan and/or windage tray permitted.
- Remote oil filter and cooler permitted.

6.35 GM CRATE MOTOR OPTION

- GM P/N 88958602
- Must have factory GM seal bolts in location

TRUCK

7. TRUCK

7.1 BODIES

- Any American made full size pick-up, step side or fleet side, long bed or short bed.
- Body must be OEM factory steel.
- No fiberglass bodies permitted.
- All bodies must be mounted so that the car remains as close to stock appearing as possible.
- Boxed interiors permitted with full floor pan in driver's compartment.

- Homemade nose and tail pieces permitted.
- No mirrors, radios or communication equipment allowed in car at any time.
- Nerf Bar level to be center of axles plus or minus 8". 1" O.D. max.

7.2 SAFETY

- All trucks must have a 3" seat belts with shoulder harness and must be attached to roll cage or cab.
- All drivers must wear a complete fire suit. The driver's door must have a window net.

7.3 FRAME

- Frame must be stock.

7.4 SUSPENSION AND STEERING • Must be stock.

- No weight jacks.

7.5 BRAKES

- Must be stock or disc.

7.6 REAR ENDS

- All rear ends must be locked, welded, mini spool or posi.
- No quick change, floaters, or Grand National rear ends.

7.7 NUMBER

- Number must be at least 18" high and on both sides of the truck.
- All trucks must have a number.
- 6" on the left front and the left rear to aid in truck lineup.

7.8 ROLL CAGE

- All trucks must have a suitable steel roll cage protecting the driver's compartment.
- Side door bars are mandatory and must extend into the door on driver's side only. A minimum of 3 lateral bars must be used on the left side and 2 on the right side. The right side need not be inside the door but must be a 2-bar minimum.
- Bars must be at least 1 1/2 inch in diameter and a minimum of .095" inch wall thickness.
- Roll cage must be welded to frame.

7.9 WHEELS

- Wheels must be approved racing type. Safety reinforced on the right front and rear or A.C.T.A. approved.
- Maximum wheel width 11 inches.
- Bead locks acceptable.

7.10 TIRES

- Not to exceed 12 1/2 inches on the ground, measured by footprint on the ground.
- No lug or studded tire allowed.

7.11 ENGINE

- All engines have a maximum bore size of .060 over standard. Standard stroke for engine being used.
- Small blocks only. NO big blocks.
- Drivetrain must be in the center line of car.
- Engines may not be crossed from one manufacturer to another.....Chevy for Chevy.

7.12 BLOCK

- Standard production OEM cast iron V-8 blocks only or V-6 blocks.
- Maximum cylinder bore size, 4.185. Ford 400M allowed.
- Deburring block and plugging deck to strengthen block permitted.
- Plug or vent and screen oil drain holes in lifter valley permitted.
- May surface block.
- Lifter bore must be OEM diameter for engine.
- Chrysler 360 allowed.

7.13 CRANK

- Standard production OEM cast or steel crank only.
- Must be standard production stroke for engine.
- 351 Max.
- No stroking or de-stroking.
- No lightening or knife edging crank.
- No turning down counterweights or drilling crank pins.
- May balance engine.

7.14 RODS

- Stock appearing I-beam OEM design steel rods only.
- No sportsman type rods permitted.
- High performance rod bolts and nuts permitted.
- Polishing rods allowed.
- Pressing or floating pins permitted.

7.15 CAM

- Solid lift cam permitted.
- No roller or mushroom cam permitted.

7.16 LIFTERS

- Solid lifters permitted.
- No roller or mushroom lifters permitted.
- Lifter retaining tray permitted.
- Lifter must be OEM diameter for engine.

7.17 TIMING

- Any chain and gears.
- No gear drives permitted.
- No Belt drives permitted.

7.18 HEADS

- OEM standard production cast iron heads only.
- Chevy straight plug or angle plug.
- Ford and Chrysler angle plug standard production cast iron heads permitted.
- No Bowtie, World Products, W2 or Ford SVO heads allowed.
- May surface heads. (No CC limit)
- Steel valves only. No titanium. Maximum size for all engines.... intake 2.020, Exhaust 1.600.
- Allow for Ford stock valve size.
- Valve stem diameter.... 11/32 minimum for all engines.
- Any type guides permitted.
- Any valve springs and keepers permitted.
- Steel retainers required.
- Guide plates and screw in studs permitted.
- Roller rocker arms permitted at any ratio.
- No aftermarket shaft or pedestal mount rocker arms on Chevy.
- If standard production heads came with shaft or pedestal mount rockers, they will be permitted.

- No stud girdles allowed.

7.19 HARMONIC BALANCER

- Fluid damper permitted.

7.20 WATER PUMP

- Cast or aluminum permitted.

7.21 OIL SYSTEM

- Wet sump system only.
- No dry sump system permitted.
- Racing oil pan and or windage tray permitted.
- Remote oil filter and cooler permitted.

7.22 FUEL PUMP

- Mechanical pump or electric pumps.

7.23 FLYWHEEL

- Steel or aluminum flywheel permitted.

7.24 CARBURETOR

- Limited to one four-barrel carburetor or two-barrel carburetor only.
- No fuel injection, turbo, or blowers permitted.
- Carburetors must have casting lines in venture.
- No BG Silver Claw or Gold Claw permitted.
- No polishing or port of carburetor permitted.
- On standard type Holley choke horn may be removed, but no lower than the breather gasket flange.

7.25 INTAKE

- Any single four-barrel intake permitted.
- Any size carburetor spacer will be permitted.

7.26 DISTRIBUTOR

- OEM factory HEI or OEM factory dual point distributor only.
- Aftermarket coil and module will be allowed as long as they are stock appearing and mount in stock location with no modifications.

- Advance kits permitted.
- No ignition booster or amplifier to ignition.
- No dry cell battery pack to ignition.
- Alternator, if used must be wired to the battery. NO loop system wiring to the distributor.

7.27 STARTER

- All trucks must have a starter in working order.

7.28 EXHAUST

- Collector type headers or cast-iron manifolds.
- No 180 headers will be permitted.

7.29 TRANSMISSION

- OEM standard production 2, 3 or 4 speed transmission only.
- Must have at least one forward and one reverse gear in working order.
- No special production transmission permitted.
- Automatic transmission permitted, and coupler allowed.

7.30 CLUTCH

- Multi-disk clutch permitted.

7.31 FUEL CELL/FUEL

- An approved fuel cell mandatory. (32-gallon maximum)
- Must be securely mounted with two - 1-inch metal straps in the bed of truck, inside metal box, if the floor pan has been removed.
- Gas only. Octane booster is permitted. No alcohol, no nitrous oxide, no nitromethane, or other additives.

7.32 WEIGHT ?

SPRINT

8. SPRINT

8.1 COMPETING MODELS

- Any sprint chassis is allowed.
- The roll cage must be of (4) four post design.
- No dirt champ cars allowed.
- All chassis are subject to tech and safety inspection at any time and will only be accepted when design, materials, and quality of construction have met with approved practices.
- Wall thickness of main cage tubing must be .095" chromoly tubing or thicker.
- Minimum wheelbase is 83", maximum wheelbase is 92".

8.2 BODIES

- Bodies are required, style optional.
- Hoods are mandatory and must cover the radiator and engine compartment. • Belly pans or floorboard must extend from frame rail to frame rail and from the front fire wall to the rear of the foot area.
- Sub flooring or foot retainers must be attached to the frame rails and must keep feet inside of the car.
- There shall not be any floorboards or belly pans under the fuel cell.
- Top wing style optional.
- 25 square foot maximum area, 55 square foot total wing area including side panels.
- All rear wing mounts must be located outside the roll cage.
- Driver adjustable or hydraulic slider wings allowed.
- Center foil shall be fully sheathed in aluminum and side panels shall be aluminum.
- Center foil must be a one-piece construction, no split or biwings allowed.

8.3 FRAMES?

8.4 BUMPERS

- Front bumpers, rear bumpers, and side nerf bars are mandatory.
- Front bumpers cannot extend more than 8" past the front face of the front torsion tube.

8.5 ROLL CAGE

- Must be a minimum of a four (4) point roll cage.

8.6 IGNITION

- Ignition switch must be a toggle or push/pull type and clearly marked with ON/OFF.
- Key type switches are not allowed.

8.7 ELECTRICAL?

8.8 SUSPENSION

- Must have at least one working shock absorber per wheel.
- Remote or cockpit adjustable and/or remote reservoir are not allowed.

8.9 SEAT •

8.10 STEERING

- Steering type optional.
- Pitman arm must be outside of cage.
- Quick release steering wheel required.

8.11 REAR ENDS

- Any type of rear end allowed except independent.

8.12 RADIATORS

8.13 WHEELS •

8.14 BRAKES

- Brake rotors are to be made of steel, aluminum, or titanium only.

8.15 TIRES •

8.16 TRANSMISSION

- Any transmission or in and out box allowed.
- All drive lines must be broken in the coupler or rear slider.
- The drive line shall be fully enclosed and contain no more than one U-joint or CV joint.
- No torque arm drive lines allowed.
- A safety hoop that is securely attached to the chassis is required.

8.17 FUEL DELIVERY SYSTEMS

- SFI approved sprint style fuel tank required.
- 33-gallon maximum capacity.
- Must be vented with a check valve.
- Fuel cap must be threaded or an approved racing type.
- Fuel shut off valve required.
- A toe strap on the throttle pedal is mandatory.

8.18 INTAKE

- Methanol
- ASCS intake gaskets are mandatory if non ASCS heads are installed.
- Gas
- Intake manifold, carburetor and air cleaner shall be completely enclosed by the engine cowl.
- Any intake manifold allowed.
- Only one carburetor allowed.
- Aerosol type carburetors are not allowed.
- Only one mechanical fuel pump allowed.

8.19 EXHAUST

- Mufflers or insert mufflers required.

8.20 ENGINES

- No offset engines allowed.
- Engine must be directly in front of driver.
- Driver must straddle drive line.
- Methanol
- ASCS engine rules shall apply.
- Gas
- No GM LS components
- Cast iron blocks only, any manufacturer.
- Wet sump oil system only.

8.21 CYLINDER HEADS

- Cylinder heads shall match engine type, GM for GM etc.

LEGENDS

9 LEGEND

9.1 COMPETING MODELS

- Legend Cars International chassis only.

9.2 AERODYNAMICS

- Spoilers, air dams or other aerodynamic devices are not permitted.

9.3 AIR FILTERS

- Only stock and K & N air filters and Outerwear's Pre-Filters coverings as delivered by US Legend Cars are permitted. ¥Velocity/ram stacks are not permitted.
- No components that direct airflow to the carburetors or increase airflow are permitted.

9.4 ALTERNATORS

- Modification to the charging system is not permitted.
- The alternator system must be always charging.
- No switches disconnecting the alternator are permitted.
- The engine must continue to run at an idle with the battery disconnected (EIRI).

9.5 BALL JOINTS

- The upper and lower ball joints must remain stock, within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International and may not be reinforced in any way.
- One or two (minimum 1/4", maximum 7/16" width) jam nuts are permitted on the upper and lower ball joints.
- Each ball joint must use at least one jam nut.
- The jam nuts may not be welded to the control arms.
- Anything limiting the natural travel of the stock ball joint as delivered by the U.S. •Legend Cars International is not permitted.

9.6 BALLAST

- A maximum of eight (8) blocks of lead are permitted. (EIRI)
- The blocks may be no larger than 1-1/2" x 2-1/2" x 12" (20-pound nominal stick). Stacking blocks is illegal.
- Two blocks of lead of any size may not be stacked on top of each other. •All leads must be clearly visible with white or bright paint/tape and marked with the car number.
- Ballast must be lead only and may not be added by any other method, including steel shot or any other material in the frame rails, bumpers, nerf bars or any other component.

9.7 MOUNTING BALLAST

- The blocks must be bolted directly to the frame and must be secured with a minimum of two (2) 3/8" bolts.
- Lead may be bolted to the square tubing of the sub-frame (1" X 2" tubing only), not the roll cage.
- The blocks may not be encased in any way. •There must be a minimum of 3 1/2" inches of clearance between all lead weights and the ground.
- Ballast may not extend past the frame horns in the front or rear or extend beyond the 45 subframe at the kick ups.
- Ballast may not be placed anywhere inside the driver's compartment.
- No ballast may be bolted to the running board or the nerf bars.
- Ballast may not extend beyond 2 1/2" from the side of the frame.
- All mounting of the ballast is subject to final approval by the INEX technical inspector.

9.8 BATTERY

- Only a lead acid or gel cell battery (25lbs. min.) may be used.
- A top post or side post battery may be used. •Motorcycle batteries may not be used.
- The battery must remain in its stock location and securely mounted.
- The original stock battery bracket may not be altered in any way.
- Starter solenoid must remain mounted on the battery bracket.
- A battery box, terminal coverings or rubber padding around the rear end is also highly recommended.
- A battery shut-off switch is optional.

9.9 BOLTS AND FASTENERS

- Only equivalent stock or upgraded steel fasteners and bolts may be used on the Legend Car. •Fasteners may be drilled for safety wire, however intentional weight saving modifications are not permitted.
- All bolts must be magnetic; Aluminum and titanium bolts are illegal. INEX must be able to identify the grade of bolt.

9.10 BRAKES

- Any of the brake parts that are attached to the rear end, or the spindles must remain stock, within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International.
- Wilwood brake calipers are permitted as delivered by U.S. Legend Cars International.
- Brake calipers must be mounted on the back side of the rotors.
- The car must have operational brakes on all four wheels and must lock up all four wheels during inspections (Brake lines may not be plugged or completely shut off).
- Any type of cooling duct to the brakes is prohibited. •The right or left side brake pedal may be removed.

9.11 Brake Rotors

- Only steel rotors (not drilled or reduced in diameter) are permitted on the front.

- The minimum permitted thickness of the brake rotor is 8mm.

9.12 Brake Drums

- Only steel drums (not drilled or lightened) are permitted on the rear.
- The minimum weight of the brake drum is 10.0 lb. Intentional metal removal of the brake drum for lighting purposes or “offset” is considered illegal. •Only the “shoe face” may be machined.

9.13 Brake & Clutch Lines

- Rubber, hardline or steel-braided brake and clutch lines are permitted.
- No brake lines may be disconnected or plugged in at any time for competition.

9.14 Brake Master Cylinder

- The brake master cylinder must remain stock, within the stock dimensions, location and configurations as delivered by U.S. Legend Cars International. •The brake master cylinder must remain on the engine side of the firewall. •No aftermarket brake master cylinders are permitted.
- Aftermarket remote reservoirs are permitted.

9.15 Brake Proportion Valves

- Only one brake valve, 46 residual valve, pressure valve will be allowed; One unit per complete brake system.
- Complete elimination of the brake at any wheel is prohibited.

9.16 BUMP STEER

- Adjustments to bump steer settings will only be permitted by placing spacers between the steering rack and the heim ends of the tie rods or between the front spindle pickup points and the heim ends of the tie rods.
- No other modifications to adjust bump steer such as changing the height of the steering rack or modifying the spindles are permitted.

9.17 BUMPERS

1.Front Bumper

- The front bumper must remain within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International and may not be reinforced in any way, except for adding one (1) additional bolt per front and/or rear frame rail to the tab.

2. Rear Bumper

- The rear bumper must remain within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International.
- The rear bumper may be reinforced by attaching tubular steel from the bumper to the rear frame horns.
- Adding one (1) additional bolt per frame rail to the tab is permitted.
- If reinforced, the steel tubing may not extend beyond the outside width of the rear fenders or attach to the rear crossmember of the frame and may be no longer than twelve (12”) inches.

9.18. Attachment of the Bumper

- Bumper tabs must use a minimum of one bolt per tab securing the bumper. •There must be a minimum of 1” from the end of the frame rail to the back of the bumper upright before a race begins.
- Should the tab become bent during a race, it must be fixed before the next time the car goes on the track to compete or practice.
- Tie-wraps, safety wire, duct tape, etc., are not permitted to secure the front or rear bumpers or bumper tabs at any time. Bumper Tabs -The bumper tabs must be stock as delivered by U.S. Legend Cars International and may not exceed 1/8” (.125”) in thickness.
- L Tabs stamped “INEX” as delivered by U.S. Legend Cars International will be .140” thick.
- Tabs with excessive welding may be considered illegal.

9.19. Repairing a bumper During a Race

- Bumpers must be bolted on. Tie-wraps, safety wire, duct tape, etc., are not permitted to repair the front or rear bumpers at any time. An INEX technical inspector will disqualify a driver after a race if the repaired bumper violates this rule.

9.20 CARBON FIBER

- Carbon fiber is not permitted to be used on any Legend Car

9.21 CARBURETORS

- The carburetors and components of the carburetors must remain as stock Yamaha FJ1200/ XJ1200/XJR1250 (sealed) as delivered new by U.S. Legend Cars International.
- Only carburetor jets, needles, slide springs and butterfly screws may be replaced.
- Butterfly screws may only be replaced with 3m X 6m allen head screws or stock screws.
- These screws may not be altered in any way other than “stamping” the end to secure the screw.
- All stock adjusters may be used.
- No other modifications to the carburetors or components of the carburetors are permitted.
- Modifications or components to increase or restrict airflow or fuel flow (such as velocity stacks, heat deflector shields, internal modifications not listed above, etc.) are not permitted.

9.22 CHROME PLATING/POLISHING

- External parts such as bumpers, nerf bars, suspension components and cam cover may be chrome plated or polished.

9.23 CLUTCH MASTER CYLINDER

- The clutch master cylinder must remain stock, within the stock dimensions, location and configurations as delivered new by U.S. Legend Cars International.

- The clutch master cylinder and reservoir must remain on the engine side of the firewall.
- No aftermarket clutch master cylinders are permitted.
- The clutch pedal may be shortened for driver comfort.

9.24 CONTINGENCY SPONSOR DECALS

- Contingency sponsor decals are optional, however contingency decals are mandatory and /or use of the product to be eligible for posted awards sponsored by the contingency sponsor.

9.25 DOOR PLATES

- Door Plates on driver's side door are mandatory. •Door Plates and strike plates must meet current factory specifications.
- These door plates are permitted to be added to the right-side door.
- A competitor may use a door plate covering the entire door area on either side of the car (maximum of 1/8" thick)

9.26 DRIVESHAFT

- The driveshaft, flanges, and u-joints and all components of the driveshaft must remain within the stock dimensions, steel thickness, location, weight (14lbs. minimum) and configurations as delivered by the U.S. Legend Cars International.
- Lightening the driveshaft in any way is illegal. Driveshaft must be painted white or light gray.

9.27 Drive Shaft retainers

- INEX-approved driveshaft retainer strap is permitted.
- A maximum of three (3) retainers of 1/4" thickness and 3/4" width are permitted.
- Requests for additional retainers for the driveshaft must be sent to and approved in writing by INEX.

9.28 ENGINE COATINGS

- Only coatings as delivered stock from the factory are permitted throughout the engine.
- Intentional removal of any coatings is not 48 permitted.
- Headers may be painted with high heat paint only. (Header wrap tape is ok.)
- Repainting the outside of the engine or using an unpainted engine is permitted.

9.29 ENGINE COOLING

- Extra fans, internal duct work, hood louvers, remote oil filter, header wrap, holes in the hood, holes in the front fenders and/or oil coolers are permitted.
- The maximum height for louvers is 3/8".
- The size of the area for louvers or holes in the hood may not exceed 54 square inches (9" x 6"). •These components may not direct air to the carburetors or air filters in any way.

9.30 ENGINE SERIAL NUMBERS

- All engine casings must have a serial number.

- Any engine casing without a serial number will not be permitted to be used in any INEX-sanctioned events.

9.31 ENGINE LOCATION & MOUNTS

- Left and right-side engine mounts must remain within the stock dimensions, steel thickness (no aluminum mounts), location and configurations as delivered new by U.S. Legend Cars International.
- The right-side motor mount may be replaced with the optional motor mount as delivered by the U.S. Legend Cars International (if the optional right-side mount is used, you may remove the stock right side mounting tabs).
- Rubber mounts will be permitted if the engine remains in the stock location.
- The engine mounts must be bolted onto the frame as specified by the U.S. Legend Cars International.
- Mounts may not be welded directly to the frame.

9.32 EXHAUST SYSTEM

- The header, muffler and gasket must remain within the stock dimensions, steel thickness, location, and configurations of the original, as delivered new by U.S. Legend Cars International.
- Extra tabs, safety wire etc. are permitted to secure the muffler.
- Mufflers may not be completely welded to the pipes.
- The internal components of the header and muffler may not be altered.
- Stock U.S. Legend Cars International, Borla and S&S exhaust systems (approved by INEX and delivered by U.S. Legend Cars International, Inc.) are mandatory.
- Header wrapping (tape) is acceptable.
- Ceramic or baked on coatings are not permitted.

9.33 FENDER MOUNTING

- Stock fender mounts may not be altered.
- No additional fender supports or mounts are permitted (only stock mounts may be used).
- All '37 Ford style grills must use the inner mounting hole (closest to the grill).
- Dzus buttons may be used for fender removal purposes only.
- Cars that use a fiberglass grill shell may remove the original fender brackets.

9.34 Area under the Rear Fenders

- Removal of the fiberglass on the body half under the rear fenders is permitted for easier access to the shocks, springs, and rear compartment if it is still in the spirit of the General Appearance Rule.

9.35 FENDER HOLES and TRIMMING

- The trimming and holes that are permitted are as follows:
- Holes -Ten (10) round holes maximum per fender. •These holes may not be any larger than four (4) inches in diameter maximum (Note: a four-inch hole saw will produce a hole larger than four inches).
 - Any shaped hole equal to or less than the area of a 4" round hole is acceptable.
- Trimming -The only trimming allowed on the inside edge of the fender will be as follows: Starting 16" above the frame rail on the front clip, along the contour of the fender, and only trimmed in 3" from the edge.
- The inside of the fenders near the grille, the edge of the fenders near the body shell, the outside of the front fenders and the bottom edge of the front of the fender may not be trimmed.
- Rear Fenders -Rear fenders may be trimmed above the tire for additional clearance.
- The rear fender contour must measure at least nine (9) inches from the main body shell.
- Measurements will be taken at the point on either rear fender above the top dead center of the tire.
- No holes are permitted in the rear fenders or body shell.

9.36 FIBERGLASS COMPONENTS

- All fiberglass components must remain within the stock dimensions, thickness, location and configurations as delivered new by U.S. Legend Cars International.
- All fiberglass components must have an authentic INEX certificate embedded into the underside of the fiberglass component, evidencing that the component is a certified US Legend Cars International part.
- Fiberglass components may not be reinforced or intentionally lightened in any way.
- The use of a complete front end (Matching hood, fenders, grill and grill shell) on a different model car is acceptable.
- It must be complete with all listed components from the same model.

9.37 Mounting of Components

- All fiberglass body components must be firmly attached to every Legend Car competing in any race.
- It is recommended that all dzus fasteners fit tight and are taped over to prevent loosening.
- Any Legend Car may be black flagged or denied entry to start a race if any of the aforementioned items are not attached unless prior approval is given by the INEX technical inspector.

- Removal of undamaged fiberglass components (hood, deck lid, etc.) during an event is not allowed.
- Rear of body may be trimmed between the frame rails up to the top edge of the rear frame horns. •Body may be riveted along the side of the sub-frame if the original body mounts are not higher than the top of the sub-frame.

9.38 FIREWALL

- A metal firewall is mandatory. Firewall 50 must be installed as delivered by U.S. Legend Cars International.
- Using a “thicker than stock” metal firewall separating the driver’s compartment from the engine compartment is OK.

9.39 FRAME

- Absolutely no modifications of the frame (including roll cage) will be permitted unless otherwise noted in this rulebook.
- Any other requested chassis modifications or unusual repairs are only permitted with a letter from INEX.
- All frames must have an I.D. plate secured on the frame.
- Frame Update -As of January 1, 2000, all Legend Cars frames (coupes and sedans) with an 0.065” E.R.W. the main roll cage will no longer be eligible for competition in the INEX Legend Cars Series.
- All frames must be replaced with a 0.083” D.O.M. main roll cage frame.
- It is estimated that all frames produced before August 1995 do not meet the above 0.083” D.O.M. Requirements.

9.40 Registration of a Legend Car

- For more information about the titling, transferring ownership and registration of a Legend Car, please contact the titling department of U.S. Legend Cars International at (704) 455- 3896.

9.41 Serial number plates

- All cars & frames running as Legend Cars must be produced by U.S. Legend Cars International. All cars must carry the serial number assigned to that frame. This plate shall not be tampered with in any way. For any reason, the car owner must also be able to produce the title for the car within 48 hours after a request by an INEX technical official or that car will be ineligible for any competition.

9.42 Metal Fatigue

- It is highly recommended to have the frame checked periodically by an expert for metal fatigue. Cracked or broken frames are prohibited from any INEX-sanctioned events.

9.43 Suicide Doors

- Doors with the latch on the A-Pillar and hinges on the B-Pillar rather than the traditional method of the latch on the B-Pillar and the hinges on the A-Pillar. Suicide doors are only permitted on the 1934 Ford and Chevy Coupe frame.

9.44 FRAME REPLACEMENT

- If the chassis should become severely damaged, replacement frames must be purchased through U.S. Legend Cars International or its authorized dealer network.

9.45 FRAME REPAIR

- Only front and rear clips may be replaced if they are replaced with the exact material that it is replacing, and all pickup points must remain in the stock locations as delivered new from U.S. Legend Cars International. The clips may be purchased through U.S. Legend Cars International and its dealer network. The driver's compartment of the frame (roll bars, cross braces, etc.) may not be repaired or replaced if damaged (see rule #28 above -Frame Replacement). 51 The INEX technical inspector reserves the right to disallow a repaired car from an INEX-sanctioned competition that does not appear to be properly repaired. Once a frame is repaired from its original form, INEX, U.S. Legend Cars International and the technical inspector assume no liability for any injuries that may occur because of this repair regardless of the approval given to compete with that repaired frame.

9.46 FUEL

- Only petroleum-based unleaded or leaded gasoline as defined by the American Society of Testing and Materials (ASTM) is permitted. The Yamaha Motor Corp. recommends the use of 89 octane unleaded gasoline in all FJ1200/XJR1200/XJR1250 (sealed) engines. Higher octane fuels can cause higher operating temperatures and reduce the running life of your engine. The only oxygenates permitted are MTBE and ethanol alcohol at a maximum amount of 4% by volume.
- INEX reserves the right to require all cars use the same brand and designated grades of gasoline in each event.

9.47 Specific Gravity

- The specific gravity must read from .710 to .770 at 60 degrees Fahrenheit, factored by a specific gravity temperature chart.

9.48 Laboratory Testing

- INEX can conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of the INEX Technical Inspector.

9.49 Penalty for Fuel Rule violations

- Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned may be subject to a suspension, fine, and cost of fuel test(s). Penalties will be determined by INEX.

9.50 FUEL ADDITIVES

- Lubrication or knock suppression additives are permitted, provided the resulting mixture meets the specific gravity, lab analysis requirements, etc.

9.51 FUEL CELL

- INEX-approved fuel cells (plastic or metal) must be stock as delivered by U.S. Legend Cars International and must remain in the stock location. Metal fuel cells must be bolted through bolt holes in steel can. Foam is mandatory in all fuel cells as delivered by U.S. 52 Legend Cars International (cars are not permitted on the track without foam in the fuel cell).
- The red plastic fuel cell with the 5 5/8" cap or larger is no longer allowed.

9.52 Fuel Cap

- Make sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly into the cell. The car number must appear on the fuel cell cap.

9.53 Fuel Cooling Devices

- Fuel cooling devices of any kind are not permitted on the car at any time.

9.54 FUEL FILTER

- Aftermarket fuel filters may be used. No glass fuel filters will be permitted. Fuel filters are not permitted in the engine compartment.

9.55 FUEL LINES

- Fuel lines may not be in or run through the driver's compartment of the frame. Steel braided or Kevlar braided fuel lines are mandatory. Fuel lines may not be attached to or encounter the electrical wires.

9.56 FUEL SHUT-OFF VALVE or FUEL REGULATOR

- Aftermarket fuel shut-off valves and fuel regulators are permitted.

9.57 GAUGES

- Analog Gauges that record or display the following information only are permitted cylinder head temperature, RPM, oil pressure and oil temperature. Digital gauges are not permitted except for stock gear indicators, Longacre and Intercomp lap timers, lapceivers (By Raceceivers), Fastach Digital Tach (By SenDec, Corp.) and the Koso gauge as delivered by U.S. Legend Cars International. No other information to include, but not limited to, wheel spin, shock travel, exhaust gas temperature, throttle position or G-force, will be allowed at any time. Onboard telemetry systems are not permitted. Direct reading oil temperature and oil pressure gauges must use steel braided lines, not plastic or rubber.

9.58 GEAR RATIOS

- Only rear end gear ratios from a 2:50 to 4.30 are permitted. The gears must remain within the stock dimensions, steel thickness, location and configurations as delivered by the U.S. Legend Cars International.

9.59 GENERAL APPEARANCE OF THE CAR

- All competitors must present a neat, clean, and stock appearing car for any INEX sanctioned competition. Crash damaged cars must be repaired to the minimum technical standards before returning to competition. An INEX official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. INEX reserves the right to deny access to competition because of a sponsorship, advertisement, paint scheme and/or lettering on a car not in “good taste,” or in the spirit of keeping this a family sport.

9.60 GRILL

- The steel grill must remain within the stock dimensions, height, steel thickness, location and configurations as delivered by the U.S. Legend Cars International and may not be reinforced in any way. The grill used must be the same model of the hood, grill shell & front fenders that are used. Only wire screens are permitted to enclose the grill area (i.e. for dirt tracks to keep out mud and dirt). Duct tape or any other type of material other than a wire screen is not permitted to enclose the grill area. Grill brackets (to the frame) must remain stock. Altering the brackets to raise or lower the grill is not permitted.

9.61 GUSSETS

- Strengthening gussets may only be added in the spots as described in the APPENDIX. No stock gussets may be removed.

9.62 HEIM ENDS

- Only magnetic steel heims as delivered new by U.S. Legend Cars International or of very similar dimensions are permitted on a Legend Car. The stock heims are designed to bend/break and absorb energy under impact. Heims may be upgraded, however under impact, the upgraded heims may not bend or break as quickly thereby transferring the impact-energy to the driver and an injury may result (i.e. broken wrist from the transfer of energy). Aluminum heims are not permitted.

9.63 HOOD

- Hood louvers are permitted maximum 3/8” high. Holes in the hood or holes for louvers may not exceed 54 Square inches. Replacing the dzus fasteners on the rear of the hood with hood pins is permitted. Raising the rear of the hood on these pins a MAXIMUM of 1/2 “is permitted. The angle of the hood can be no more than 4 degrees as measured in comparison with the subframe of the car. While the car is on the track the hood must be

secure and may not move up or down on the pins. Air ducts may be used on the inside of the hood if the duct does not direct airflow onto the carburetors or air filters.

Hood louvers may not direct air to the carburetors or air filters. The 1934 Chevy and Ford hoods are 26" to 27" in length (measured down the middle) and may not be shortened. The 37 Chevy hoods are 32" to 32 1/2" (measured down the middle) in length and may not be shortened.

9.64 IGNITION SYSTEM

- The complete ignition/engine control system must be the original OEM parts for the Yamaha FJ1200/XJR1200/XJR1250. Electronic throttle (traction) controls are not permitted. In-line fuses only are permitted (no fuse blocks are permitted). Ignition pickup coil wires must run directly to the ignition box and may not be taped or tied to other wires. No open wires or unused connectors allowed within reach of the driver.

9.65 Ignition Control box

- The stock FJ1200/XJR1200/ XJR1250 ignition control box (black box) or the red ignition box (marked INEX-Approved and delivered by U.S. Legend Cars International) are the only boxes permitted 54 to be used and they may not be altered or relocated in any way. Only one ignition box is permitted on a car (multiple boxes are illegal). The original stock FJ1200/XJR1200/XJR1250 rev limiting system must be in proper working condition and may not exceed 10,500 rpm.

9.66 Swapping of Ignition Control boxes

- INEX reserves the right to provide a substitute ignition/engine control system to any competitor at random at any time. The INEX provided system will be exchanged for a competitor's system and must be used for that event. INEX is not responsible for any engine failure due to a provided ignition/engine control system.

9.67 Coils, Coil Wires and Spark Plug boots

- These components must be stock Yamaha FJ1200/XJR1200/ XJR1250 (sealed) parts, Taylor coil wires or gray Dynatek coil wires or red Dynatek coils marked with the INEX logo as delivered by U.S. Legend Cars International. The spark plugs may be replaced with any aftermarket type with similar thread size. Resistors must remain in spark plug wire ends.

9.68 Coil Mount

- The "stock" coil mount may not be modified in any way and may only.

9.69 Ignition Rotors

- The ignition rotor must be a stock Yamaha FJ1200/XJR1200/XJR1250 (sealed) part, or the rotor delivered with the "INEX approved" red ignition control box as currently

delivered by U.S. Legend Cars International. No aftermarket electronic ignition advancers are permitted.

9.70 Ignition Plates

- The ignition plate must be a stock Yamaha FJ1200/XJR1200/XJR 1250(sealed) part, or the plate delivered with the "INEX approved" red ignition control box as currently delivered by U.S. Legend Cars International. It may be slated to advance the ignition timing of the engine. The ignition pickup cover is not mandatory.

9.71 JAM NUTS

- At least one jam nut is required to be used with all radius rods and ball joints. One or two (minimum 1/4" maximum 7/16") jam nuts are permitted on the upper and lower ball joints.

9.72 LOWER CONTROL ARMS

- The lower control arms must remain stock, within the stock dimensions (12.5" x 16.25"), steel thickness, location, and configurations as delivered new by U.S. Legend Cars International and may not be altered in any way. Each measurement will have a tolerance of +/-1/8" (0.125").

9.73 MANDATORY SERIES SPONSOR DECALS

- INEX and the Legend Cars decals must be prominently displayed in the INEX-approved locations at all INEX sanctioned events. A driver's not displaying the proper decals will not be eligible for certain awards, prizes, etc. 55 including those offered at year-end and may be prevented from competing at certain events.

9.74 MIRRORS

- Cars may have a mirror for rear vision mounted within the driver's compartment or outside the doors. The type of mirror(s) shall be the choice of each individual driver. Certain tracks may not permit mirrors.

9.75 MUFFLERS

- INEX-approved U.S. Legend Cars International stock S&S, or Borla mufflers are MANDATORY. Mufflers must remain stock and may not be internally modified in any way (turning tip away from the car is permitted).

9.76 NERF BARS

- The nerf bars must remain within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International and may not be reinforced in any way. No other types of nerf bars are permitted. Nerf bars may not be used to hold ballast.

9.77 NUMBERS

- The car must have numbers that are a minimum height of 16" on both doors and 18" on the roof (number facing towards the outside of the track). The car number (minimum 3" high) must be on the right front fender. If two drivers show up at a track with the same number, the race director will determine the number assignment. The size, color and style of numbers must be adequate to permit prompt identification by track officials at all times. The roof and door numbers must not slant more than 30 degrees from vertical. Foil and reflective numbers will not be permitted. Violation of the above number rules will not be a reason for disqualification. However, if the above number rules are not followed, your car may not be scored.

9.78 OIL ADDITIVES

- Any competitor caught using any of the following additives in the engine oil may be banned from all INEX-sanctioned events: hydrazine, toluene, dinitro toluene, dioxane, propylene oxide, nitropropane or any additives determined by INEX to be hazardous.

9.79 OIL CATCH CANS

- An oil catch can (maximum 1 quart capacity) may be used. It must be securely fastened and remain within the engine compartment. It may only be routed to by a hose from the stock crankcase breather opening or the oil fill cap.

9.80 OIL COOLERS & LINES

- Oil coolers must be cooled by air only (no dry ice systems or other type). All oil cooling systems (including lines) must be mounted in the engine compartment only. No oil coolers or lines may be mounted in the drivers' compartment or in the rear deck. More than one oil cooler is permitted. Oil cooler fans are permitted. Push-lock fittings are permitted. Oil coolers may not be mounted below the bottom of the front 56 bumper. Aftermarket oil coolers are permitted.

9.81 Oil Cooler Scoops

- Oil cooler air scoops (with a max. wall thickness of 1/8" sheet metal) must fit completely between frame rails and may not extend below or attach to the stock front

bumper.

9.82 Overhead Oiling Systems

- Aftermarket overhead oiling systems for the camshafts are permitted.

9.83 OIL CRANKCASE BREATHER

- The only locations that the crankcase may have a breather are under the carburetors at the stock outlet or in the oil fill cap. This breather may not be evacuated through the exhaust pipe (header). There may not be any additional breather holes for the

crankcase. Breathers and hoses must remain within the engine compartment. Baffles used in the hoses are permitted.

9.84 OIL FILTERS, REMOTE

- Remote oil filters are permitted and must be mounted in the engine compartment only. Inside or outside mounting of the remote oil filter to the frame rail is permitted. The remote oil filter must be in a position where it cannot be easily damaged in the event of an accident. Remote oil filters may not be mounted below the bottom of the front bumper. The filter must have a hose clamp around it, safely wired to the mount (to prevent it from “backing off”).

9.85 PICKUP POINTS & SPACERS

- Absolutely no modifications of the frame pickup points, rear end pickup points or spindle points are permitted. A maximum 3/4” wide spacer may be used on all 1/2” suspension bolts.

9.86 RACK & PINION STEERING

- Only the rack & pinion steering box as delivered new by U.S. Legend Cars International and stamped 600 Racing, INEX (or Mid-State Machine) is permitted. A Stiletto-brand or unmarked rack & pinion steering box is not permitted. The rack and pinion mounting plate measures 3 7/8” to 4” from the bottom of the frame rail to the top of the mounting plate (see diagram on page 101). A 4”x 4” x 1/8” plate will be allowed to be bolted (not welded) under the steering rack mounting plate. This will be a 4”x 4” x 1/8” plate with three holes using the steering rack studs to secure it. A 1/4” thick steering rack plate is permitted (as delivered by USLCI).

9.87 RADIOS

- During all INEX sanctioned competition two-way radios, cell phones, or any source of communication that would connect a driver to any outside source is NOT allowed. The only form of communication that is allowed is a mandatory Raceceiver that is controlled by the Race Director. Radio wiring harnesses are not permitted in any car during any INEX sanctioned competition. (EIRI)

9.88 RADIUS RODS/PANHARD BAR

- The radius rods and panhard bar must remain within the stock dimensions (radius rods 6”-6.5”, 11.0” or 12.0” in length / panhard bar -23.5” in length), aluminum thickness, location, and configurations of the original, as delivered new by U.S. Legend Cars International. Each length measurement will have a tolerance of +/-1/8” (0.125”). Steel radius rods or panhard bars are not permitted. The 11.0” and 12.0” rods may be interchanged anywhere on the car if the car still meets all other specifications contained in this rulebook.

9.89 REAR AXLES

- The long and the short rear axles must remain stock, within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International and may not be reinforced in any way. One-piece axles must be delivered by U.S. Legend Cars International. Any type of aftermarket axle, an axle modified for lighting purposes, or axles not in accordance with the above rule will result in an immediate disqualification and confiscation of the illegal parts.

9.90 REAR ENDS

- Only 10 bolt pattern/wide flange (5/8") Toyota, locked-steel rear ends are permitted. All rear end components, to include the housing, and pickup points must meet the specifications of the stock components as delivered by U.S. Legend Cars International. The rear end must be locked (all spider gears welded or steel spool of a minimum 6.0 pounds, 5.25 pounds for a 2:50 or 2.93 spool, as delivered new through U.S. Legend Cars International only). No limited slip differentials, aftermarket differentials, quick change rear ends, floaters, homemade or otherwise are permitted. Only OEM bearings are permitted. No hemispheric, ceramic coated or similar type bearings are permitted. No spacers are permitted between the backing plate and bearings. Axle tube material must be 3" O.D. and .120" wall thickness. "Double shear rear end housing is available through the U.S. Legend Cars International. (Competitors are allowed to up- grade to the stock U.S. Legend Cars International "Double shear" specifications). Axles bearing flanges are square to the centerline of the rear end housing.

9.91 RIDE HEIGHT

- The car may have no less than 3 1/2 inches between the bottom of the frame rails (not the weld) and the ground. This measurement is to be checked without the driver in the car, as raced, without lifting of the car of any kind. The "spot" used to check ride height is determined by the INEX inspector.

9.92 RUNNING BOARDS

- The running boards must remain within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International and may not be reinforced in any way.

9.93 SHEET METAL

- The minimum thickness of sheet metal is .036". The rear deck sheet metal (including the package tray behind the driver) may not be removed or altered in any way unless a fuel cell access hole is used. The fuel cell access hole must be covered with a sheet 58 metal plate and always secured when the car is on the track. Dash is mandatory. If the dash is replaced it must weigh a minimum of 0.50 lbs. Plastic and Lexan are permitted. No carbon fiber.

9.94 SHOCKS

- All Legend Cars must use INEX (logo stamped Bilstein) shocks as delivered new by U.S. Legend Cars International for use on a Legend car. Shock numbers must be made visible at the request of an INEX inspector. Changing or altering the shock or fluid inside is illegal. Altering or tampering with the shocks, or competing with same, will result in a

penalty from probation to an indefinite suspension. Shocks may be turned upside down. The upper part of the rear shock may be mounted inside or outside of the frame. Shock bumpers are permitted (maximum 1/4" tall).

9.95 SHIFTERS AND SHIFT LINKAGE

- Shifter handles must be 15" or shorter from the top of the driveshaft tunnel to the top of the shifter handle. Shifter linkage must be stock, as delivered by U.S. Legend Cars International.

9.96 SPINDLES

- The Aluminum spindles (and pickup points) must remain stock, within the stock dimensions, thickness, location, and configurations as delivered by U.S. Legend Cars International. Repairing a broken or cracked aluminum spindle is not allowed.

9.97 SPRINGS

- All Legend Cars must use 10" or 8" springs. Any spring weight combination and aftermarket springs of stock design are acceptable. Barrel springs and progressive springs are not allowed. Only one spring is permitted per shock. Spring rubbers are not permitted.

9.98 SPROCKET ADAPTERS

- The sprocket adapters must remain stock, within the stock dimensions, steel thickness, location, and configurations of the original, as delivered new by U.S. Legend Cars International. Set screws for the sprocket adapter nut are permitted. Lightening the sprocket adapter for weight savings in any way is illegal.

9.99 STEERING COLUMN

- The steering shaft or steering column bracket may be modified for driver comfort or safety by altering the length of the shaft or by altering the steering column bracket that connects to the dash (if the "dash" bracket is replaced, steel brackets must be used, no aluminum). Bearings are not permitted to be used in mounting the steering shaft. Stock-style bushings or steel rod-ends must be used. Intentional lightening for weight saving measures is not permitted. A hose clamp or shaft collar is mandatory on the steering column in the engine compartment directly against the firewall. There can be no more than 1/4" gap between the clamp (collar) and the bushing. Modification of the driver's compartment roll cage is not permitted.

9.100 Steering Quickeners

- Steering quickeners are not permitted without special written permission from INEX.

9.101 Steering Shafts

- Tubing used for steering shafts must be stock as currently delivered by U.S. Legend

Cars International and may not be reinforced in any way. Upgraded steering joints are acceptable.

9.102 STEERING WHEELS

- Larger or smaller steel or aluminum steering wheels are allowed. Racing style, quick release steering hubs are mandatory.

9.103 TIRES

- The tires must be sets of 4 “INEX” marked Federal tires (for competition on asphalt) or “USLCI” marked dirt tires (for competition on dirt) as delivered by U.S. Legend Cars International. Federal Tires must be mounted and used in the direction indicated on the sidewall. Tires may not be soaked, softened, siped (razor cuts), needled, grooved or recapped. Tubes are allowed.
- Hardness -If any federal tire is softer than 58 points on the INEX Inspector’s durometer, the driver will face penalties from probation to an indefinite suspension. Tire warmers and any other means of artificially warming tires are prohibited.
- Tread Depth -When the top of the wear-bar indicator is flat across in two spots in a row on the tire (side-by-side or in the same groove) or the tire corner/sidewall wears into the two triangle indicators in a row between the tread and Federal striped band around the sidewall or the tire shows cords (belts) at any point on the tire, that tire will be confiscated, destroyed or drilled by the technical inspector. There is no disqualification for violation of this rule unless more than one tire is below the minimum tread depth. If this rule is violated on two separate occasions at the same event or two tires on the car at the same time, that driver will be disqualified. If the wear bar is cut out or tampered with, that tire shall be destroyed immediately, and a disqualification will be applied. • Drilled or damaged tires may not be patched or repaired in any way!
- “Dry Tire” Rule –It is prohibited to use traction compounds or any substance that might alter the physical properties of a tire as supplied by the manufacturer. Tire cleaners/shiners, tire softeners, track adhesives, brake fluid, diesel fuel, etc., will not be permitted on the tires. Any tires with signs of these products on or inside them will be impounded for further testing. If Lab testing provides evidence of any of the above listed substances, that competitor will be subject to suspension.

9.104 TRACTION CONTROL DEVICES

- No electronic or 60 computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will face penalties from probation to an indefinite suspension.

9.105 UPPER CONTROL ARMS

- The upper control arms must remain stock, within the stock dimensions (4.25” +/- 1/8” in length), steel thickness, location, and configurations as delivered new by U.S. Legend Cars International and may not be altered in any way.

9.106 WEIGHT

- The minimum weight of the car with the driver (as raced) is 1300 pounds. The minimum weight of the right side of the car with the driver (as raced) is 640 pounds. The rear weight percentage can be no more than 52.0% without the driver. No intentional lightening of the chassis is permitted. Competitors are not permitted to add fuel after an

event to meet the weight requirements. It is the responsibility of each team to ensure that

their car meets the weight requirements on the scales that are to be used by the INEX official.

9.107 WEIGHT SAVING MEASURES

- Lightening “stock” components by shaving, milling, drilling, or any other method is illegal. Any item on a Legend Car that is used (other than what is mentioned in the rules) as a weight saving method is considered illegal. Non-stock aluminum or titanium components are considered illegal and will be confiscated immediately. Components must remain the same material as delivered by U.S. Legend Cars International unless specified in this rulebook.

9.108 WHEELS

- Any type of automotive steel wheel that has a 13” diameter, a 7” width and the offset of 3” to 3 1/4” from back rim edge to back of wheel center is permitted. The minimum weight of a federal tire and standard wheel must be at least 31.0 pounds. The minimum weight of an Aero or Bassett (INEX stamped and stickered ONLY) wheel and Federal tire must be at least 28.0 pounds. The minimum weight of an American Racer tire and standard wheel must be at least 25.0 pounds. The minimum weight of an Aero or Bassett (INEX stamped and stickered ONLY) wheel and American Racer tire must be at least 22.0 pounds. All wheel weights must be covered with duct tape. Bleeder or relief valves are not permitted in the wheels. INEX approved (and marked) bead lock wheels will be allowed to be used on the right rear corner ONLY.

9.109 WHEELBASE

- All cars must compete with 72 3/4” to 73 1/4” wheelbase on either side.

9.110 Measuring wheelbase

- The measurement will be taken with the front and rear tires on one side in line with each other. To determine this, the measuring tool or tape measure must touch three points. These points are the front of the rear tire sidewall and the front and rear of the front tire sidewall. The measurement is then taken from the front edge of the front wheel to the front edge of the rear wheel. The process is the same when measuring 61 wheelbases on the opposite side.

9.111 WIDTH

- The total overall width of the car (front and rear) may not exceed 60 inches with Federal tires or 61 inches with American Racer tires. The car must be able to roll freely through a 60 or 61 inch (tire brand specific) wide opening as raced.

9.112 REAR OFFSET

- There must be a minimum of 6" between the inside edge of the rear brake drum and the rear frame rails (directly below the centerline of the rear end housing) on both sides. No wheel or axle spacers are permitted.

9.113 WINDSHIELDS/SCREENS

- All cars must have either a screen or Lexan windshield in the front window area. A Lexan sun visor is also permitted in the front window. Holes are permitted in the Lexan windshield.

9.114 1250 & 1219 ENGINE SPECS

- The only modifications allowed to the factory sealed engines are A. Changing carburetor jets B. All stock carburetor adjusters may be used C. Adjusting the valve shims D. Installing an aftermarket clutch and spring of original design (no aluminum clutch plates). E. Upper head oilers, heavy-duty valve springs, "pinned" camshafts and steel sleeves are permitted if installed by an INEX authorized sealed engine shop only.
- The engine must remain a factory-stock Yamaha FJ1200/XJR1200 as delivered new through 600 Racing, Inc.

9.115 Engine Specifications

- If this rulebook does not specifically say that you 63 can change/modify/add something, then you must consider that the change/modification/addition is illegal.

9.116 CAMSHAFT

- The cam shafts must remain as stock Yamaha FJ1200/XJR1200 as delivered new by U.S. Legend Cars International. The cam shaft marking ("I" and "E") may not be removed. Stress relieving by machining or polishing on the radius next to the cam gear or on the shaft is permitted. Modifying any part of the lobes (lift, profile, duration, weight, etc.) is illegal. Installation of a 1/4" (I.D.) X 1/2" (O.D.) piece of 4130 aircraft steel the full length of the camshaft is permitted. Note: This modification must be performed in an extremely specific manner, please contact U.S. Legend Cars International for details.

9.117 CAM CHAIN

- The cam chain must remain as stock Yamaha FJ1200/XJR1200 as delivered new by U.S. Legend Cars International.

9.118 CAM CHAIN ADJUSTERS

- Aftermarket manual cam chain adjusters are permitted to be used on unsealed engines.

9.119 CLUTCH

- The clutch (plates and springs) may be replaced with any aftermarket type of the same design (no aluminum clutch plates). Due to the rigors of road racing, a billet aluminum clutch basket will be allowed for road racing only. The basket, primary drive gear, shims and springs must weigh a minimum of 5.5 lbs.

9.120 1200 CYLINDER HEAD

- The original equipment cylinder head of an un-sealed engine must remain in unaltered “as cast” condition except for machining the gasket surface (no angle milling allowed). Valve seat inserts may be reworked or replaced with OEM or aftermarket seats of original dimensions. The stock I.D. at the bottom 1/16 of an inch is 0.990” for the intake port and 0.830” for the exhaust port. No port alterations of the intake or the exhaust below the seat are permitted. Ringing the head gasket seal area is not permitted.

9.121 Combustion Chamber

- Relief cuts for cc balancing may not exceed the bore size.

9.122 Repairing Heads

- A combustion chamber may be repaired by welding and grinding back to the official “stock” configuration of the combustion chamber.

9.123 1200 COMPRESSION RATIO

- The compression ratio of an unsealed engine may not exceed 10.0:1 (no 64 tolerance) If the compression ratio is found to be over 10.0:1, it will result in an immediate disqualification and confiscation of all of the following parts: the entire upper end (including the head, the valves, the head gasket, etc.) as well as the pistons and cylinder casings (including base gasket).

Upon rebuilding, only the following things may be done to meet this rule: machining the piston domes, machining the gasket surfaces of the cylinder head and/or cylinder casings.

9.124 CRANKSHAFT

- The crank shaft must remain as stock FJ1200/XJR1200 as delivered new by U.S. Legend Cars International. Modifying the throw balances or weight of the crank is illegal. Polishing the crankshaft is illegal. Minimum crankshaft weight will be 27 pounds.

9.125 1200 CRANKING COMPRESSION

- The cranking compression of an unsealed engine must be at or below 165 p.s.i. at any time (hot or cold) on at least three (3) cylinders with the ignition off, the throttle wide open, and with the carburetors on the engine. Ten to twelve revolutions of the engine will determine the total compression of a cylinder. Cam timing may be adjusted accordingly to meet the requirements of this rule by slotting the cam sprocket gear or substituting with an aftermarket cam gear sprocket.

9.126 OIL PAN

- The stock oil pan may not be altered, modified or include any additions to alter the path of the oil.

9.127 OIL PUMP

- The stock oil pump may not be modified in any way. Relief valves may be shimmed.

9.128 1200 PISTONS & RINGS

- The cylinder bore of an unsealed engine may not exceed 77.57mm or 3.054” (maximum .022” overbore from stock). Only Yamaha pistons (part #1TX 11631-00 and #1TX 11636-00) or forged Wiseco pistons (part #K1188, #L1195, #L1199 and #L1202) may be used. Only Yamaha rings (part #1TX 11610-00 and #1TX 11610-20) or Wiseco

rings (part #21- 3041X9 and #21- 3051X6) may be used. These rings may not be altered in any way. The ring lances and lower part (skirts) of the piston may not be altered from the original in any way. Gas-porting the pistons is not permitted. Wrist pin buttons may be used.

9.129 Cylinder Sleeves

- Worn cylinder sleeves may be replaced with aftermarket sleeves.

9.130 1200 RODS

- The rods in an unsealed engine must remain as stock FJ1200/XJR1200 as delivered new by U.S. 65 Legend Cars International. Rod bolts may be changed to any aftermarket type. Only shot peening the rods is permitted (no polishing by any means is permitted). Weight balancing to the lightest unaltered rod is permitted. All dimensions must be in stock. XJ1250/1300 connecting rods are not allowed in an unsealed engine.

9.131 STROKE

- The stroke must remain stock for the FJ1200/XJR1200 Yamaha as delivered new by U.S. Legend Cars International.

9.132 1200 VALVES

- Only stock Yamaha FJ1200/XJR1200 valves are permitted. No modifications are permitted to the valves except for altering the number of angles of the seat and a maximum back cut width up to 0.200" is permitted from the edge of the valve. Valve jobs are permitted. Only stock valve lifter and adjuster shims may be used.

9.133 VALVE GUIDES

- The valve guides must remain the same size, length, and location of the current "stock" valve guides. The guides may not be altered in any way. Shot peening of valve guides is not permitted. Brass aftermarket valve guides of the same dimensions of stock may be used.

9.134 VALVE SPRINGS

- The valve springs may be replaced with aftermarket magnetic steel springs. Only stock steel valve spring retainers and clips/keepers are permitted. No titanium or other lightweight alloys are permitted.

9.135 TRANSMISSIONS

- The transmission and transmission gears must remain stock Yamaha FJ1200/XJR1200/XJR1250 (sealed) in the stock configuration as delivered by U.S. Legend Cars International. They may not be lit in any way. The transmission gears may be shimmed only for the purpose of proper engagement. Standard and aftermarket shims may be utilized.

LATE MODEL

10 LATE MODEL

10.1 FRAME

- Frame type is optional.
- Minimum wheelbase of 104 inches.
- Both tubular and stock stub front ends will be allowed.
- All cars will have to meet a minimum weight requirements of 2500 pounds.
- This weight includes a full load of fuel with the driver.
- All frames must meet all A.C.T.A. safety rules and inspections.

10.2 BODY

- Bodies are mandatory and must be metal.
- Aftermarket bodies are approved.
- Fiberglass hoods and roof are approved.
- No open wheel cars allowed.
- Tires may not extend from the body more than 6 inches on either side.
- Body must be securely fastened to the frame and roll cage.
- All spoilers to be a maximum 10 inches high.
- Stock steel bodies, if used must be from a 1986 or newer American made automobile.
- They may be altered to aid in securing them to the frame and roll cage.

10.3 FIREWALL

- Must be stock or a minimum of 24-gauge steel.
- They must provide full protection between the engine and driver's compartment.
- Holes and openings in the firewall must be sealed.
- All hoods, deck lids and doors must be securely fastened.
- All chrome, lenses, wood, upholstery, and glass must be removed.
- Driver must obtain access through the window.
- Seat must be mounted on the left side of the driveline.

10.4 BUMPERS

- Bumpers are optional, but highly recommended.
- Round pipe or square tubing may be a maximum of 2" O.D.
- Wall size of either square or round tubing must not be less than .095" or a maximum of .140" in thickness.

10,5 ENGINES

- Engines must be American made.

- No Aluminum blocks.
- Heads optional.
- No blowers or supercharging.
- Minimum distance of setback is 72 inches measured from the center of rear axle tube to the rear of block bell housing mounting surface.

10.6 IGNITION

- Ignition type is optional.
- Cars must have a kill switch clearly marked.
- The switch must be within the drivers reach and easy to reach from the outside of the car.
- Electric fuel pumps must be wired into an oil pressure safety switch.

10.7 FUEL

- Approved fuel cell required.
- Maximum 32 gallons. Pump gas, aviation fuel, or methanol permitted.
- No nitrous.
- One carburetor.
- No injections, blowers, or super charging.

10.8 TRANSMISSION/DIFFERENTIAL

- Transmissions are mandatory and must have one forward and reverse gear.
- No transmission or oil coolers allowed in the driver's compartment.
- A S.E.M.A. approved scatter shield must be used for manual transmission.
- Differential type is optional.

10.9 STEERING

- Steering type is optional.
- No front straight axles.
- No four wheel or front wheel drives allowed.

10.10 TIRES/WHEELS

- Wheels must be approved racing type or safety reinforced on all four corners of the car.
- No carbon fiber or plastic wheels allowed.
- Maximum wheel size will be 14 inches. (Bead to bead)

TCR SPORT MODS

11. TCR SPORT MODS

11.1 SAFETY EQUIPMENT:

- Rules always apply the car is on track.
- Snell-rated SA2010, SA2015 or SA2020 helmet required.
- Roll bar padding required in driver compartment. •Recommended: Fire retardant padding. -SFI-approved full fire suit, gloves and shoes required. Right and left seat head supports required if using the head and neck restraint system. •Recommended: Fire retardant head sock and underwear, collapsible steering shaft, head, and neck restraint system.
- Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style and must be mounted to the roll cage so the latch is at the top front of the window.
- Maximum four-inch-tall visor attached to window net.
- Minimum two-inch wide SFI-approved five-point safety belt assembly required, must be mounted securely to the main roll cage.
- Recommended: Safety belts no more than two years old.
- Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'

11.2 FRAME:

- (see frame drawing) 1964 or newer OEM perimeter American rear wheel drive passenger car frame only.
- No sports car frames.
- Frame must be full and complete and cannot be widened or narrowed.
- Exceptions are weight jack in original centerline of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of the steering box and notched maximum one inch at bottom for tie rod clearance; front cross member may be notched and boxed for radiator and/or steering clearance; maximum seven-inch-wide opening inside of spring tower for spring removal.
- Maximum two inch wide by four-inch-tall frame stiffener may be welded directly to outside of left side frame rail, left top frame rail can be removed inside the cockpit.
- Minimum wheelbase 108 inches, maximum 112 inches, maximum one inch difference from side to side.
- Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire.
- For cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory seam, may be replaced with two inches by three-inch steel tubing with 0.095-inch wall thickness.
- No part of the frame or body can be lower than four inches from ground except the front cross member and rear underslung.

11.3 ROLL CAGE:

- Must consist of continuous hoops, minimum 1.75-inch O.D. tubing, with minimum wall thickness of 0.095 inch for the main cage, frame mounted in at least six places.
- Recommended: low carbon or mild steel.
- Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops.
- Driver's head must not protrude outside the cage with the helmet on.
- Roll cage must be securely supported and braced with minimum one cross bar in top halo.
- Foot protection bar required. Main cage no further forward than rear of engine.
- All bars forward of the cage must be lower than the hood.

11.4 DOOR BARS:

- All driver side door bars and uprights must be minimum 1.5-inch O.D. with 0.083-inch wall thickness.

- Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage.
- Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25-inch O.D. with 0.083-inch wall thickness, and one horizontal top door bar, minimum 1.5-inch O.D. with 0.083-inch wall thickness.
- Steel door plate, 18 gauge or 0.049inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat.
- Must be visible for inspection

11.5 BODY:

- (See diagram)
- No composite or plastic body panels allowed except roof rock guard and hood scoop.
- Body and interior deck must be the same width, front to rear, and parallel to the OEM frame. •Aluminum nose panel must be flat. Maximum 2.250-inch side fins allowed on aluminum nose.
- Plastic nose pieces allowed.
- Nose must be mounted in an approved manner and can extend no higher than the front top of hood. •Nose pieces must remain inside confines of the front bumper (exception is plastic valance), same width front to back, and be no lower than four inches below frame horns.
- Cooling holes allowed.
- Engine compartment must remain open (no side panels).
- Hood must cover the radiator, be level or sloped down at front, enclosed and maximum two inches above interior deck at rear.
- Air cleaner top maximum six inches above hood. •No panel in front of the right door to the engine compartment.
- No inner panels.
- Plastic or composite body panels including door, quarter, nose, deck
- No complete or half-car covers, rear tail cover allowed in personal pit area only.
- Must have front and rear roof support posts.
- Driver and passenger side windows must have at least 12 inch opening (height and width), measured at the center of the window, between lowest point at top and highest point at bottom.
- Solid sail composite panels only.
- The roof must be fiberglass or aluminum, full size, rounded down in all directions and mounted within a 0.5 inch of the rear roll cage.
- No dished roofs allowed. Driver roof hatch allowed.
- Maximum 1.5 inch rolled down rock guard allowed on roof front.
- Maximum four-inch roof sides allowed.
- Maximum one inch ridge down sides of roof.
- Maximum one-inch rear roof stiffener (must face down).
- Sail panels must remain within the dimensions of drawing and may not extend ahead of the back of the seat.

- One piece rear spoiler allowed, maximum five inches in material height and same width as interior deck.
- Spoiler may have a maximum one-inch rear stiffener, must be one inch or more down from top. •Maximum three spoiler braces allowed, must be mounted in line. •Spoiler braces must resemble all aspects of drawing.
- Spoiler must be mounted within confines of spoiler braces.
- No additional fins, lips, wings, or vortex generators allowed.
- Maximum four-inch plastic skirting allowed on bottom of doors, quarters and nose. •Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear.

11.6 DRIVER COMPARTMENT:

- Must have a minimum of three windshield bars in front of the driver.
- The Lexan or aluminum cowl panel in front of the driver can be no wider than the cockpit and no farther back than the steering wheel.
- Minimum 0.125-inch aluminum, or 0.060-inch steel, complete floor pan required.
- Aluminum high back seat only and must be bolted in, using minimum 0.375-inch bolts, next to left side frame rail and ahead of rear tires.
- Bottom of the seat can be no lower than the bottom of the frame rail.
- Driver must be sealed off from the track, drive line, engine, fuel cell, canisters, and pumps. •Nondriver-adjustable devices allowed while the car is in competition except brake adjuster. •No mirrors of any kind.

11.7 FRONT SUSPENSION:

- All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts.
- Exceptions are tube-type upper A-frames with or without the ability to adjust, aluminum or steel cross shaft, and mounts can be moved.
- Stamped steel OEM replacement lower A-frames; rubber, nylon, or steel lower A-frame bushings, (no offset or bearing type)., one welded shock mount on lower A-frame, no screw jack type shock mounts.
- OEM, OEM replacement, rebuildable or screw in ball joints allowed.
- Lower A-frames must be right and left, and of the same design.
- Lower A-frame mounts and bolt holes on the frame must be within OEM specifications. •No sway bar.
- No suspension stops of any kind allowed.

11.8 STEERING:

- No rack and pinion.
- All components must be steel, unaltered OEM, no OEM location.
- Exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625-inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only.
- Unaltered OEM, OEM replacement or Pinto spindles allowed.
- Bolt on spindle savers allowed.
- Steel steering shafts and knuckles only, driver compartment steering may be modified, must be kept on the left side.
- Spindles must be right and left, and of the same design.
- Quick release required.
- Quick ratio steering box or steering quickener allowed. The steering wheel may be aluminum. The Idler arm, pitman arm, and center link must match the frame.

11.9 SHOCKS:

- One nonadjustable, unaltered shock per wheel only.
- Maximum 7-inch stroke on front shocks and maximum 9-inch stroke on rear shocks.
- All shocks must completely collapse at any time. •No shock can preload or pin any spring.
- No external or internal bumpers or stops.
- One shock mount allowed, must be welded.
- No shocks allowed on screw jacks.
- No bulb type, threaded body, coil over, air or remote reservoir shocks.
- Maximum 2.125-inch O.D. shock body. No Schrader valve or bladder type valved shocks allowed.
- Front half may be shielded.

11.10 SPRINGS:

- One steel, non-progressive closed end coil spring per wheel only.
- Minimum 4.5 inches O.D.
- Front coil springs must be 9.5-inch free height with 0.5-inch tolerance.
- Rear coil springs must be 11–16-inch free height with 0.5-inch tolerance.
- No torsion bars, air bags, inner liners or spring rubbers allowed.
- Steel rear leaf springs allowed.

11.11 REAR SUSPENSION:

- Any rear suspension design may be utilized including: 3link, 4 link, leaf spring or stock OEM style.
- However, no coil over shocks allowed.

11.12 REAR END:

- Any OEM passenger car or truck rear end (housing and carrier) or quick-change rear allowed.
- Spools allowed.
- Safety hubs (floater) allowed.
- Solid steel axles only.
- All additional components must be steel, except lowering blocks, axle caps, U-joint caps, and one-piece drive flange.

11.13 BUMPERS:

- (See diagram)
- Steel bumpers must be on front, rear, and welded, or securely mounted with minimum .375-inch bolts.
- Rear bumper must be capped, constructed of minimum 1.25-inch O.D. tubing with 0.095 wall thickness, (like diagram), maximum six inches beyond rear deck, no wider than five inches outside of rear frame rails. •If wider than five inches outside rear frame rails, must be bent forward 90 degrees, or constructed in a loop design.
- Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard.
- Two-bar front bumper must be a minimum 1.25-inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. •Top bar must be directly above the bottom bar, minimum 6.5 inches apart, measured center to center.
- All bumpers and rub rails must be capped with no sharp edges.

11.14 TIRES/WHEELS:

- Any 8-inch tire, race, or D.O.T allowed.
- No chemical softening or conditioning of tires.
- Tires may be ground, sipped or grooved.
- No re-caps.
- All wheels must be unaltered,
- Two-, three- or four-inch backspace.
- No wheel adapters.
- No bleeder valves.
- May use bead locks.
- External, steel bead lock only and it cannot make the wheel any narrower than eight inches and no wider than 8.75 inches.
- Must use only steel bolts.
- Foam type or securely bolted plastic outer mud cover allowed on right side wheels.

- Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securely welded to the wheel. •Must use minimum one-inch O.D. steel lug nuts

11.15 BRAKES:

- Must be steel approved OEM, operative four-wheel, drum or disc.
- Must maintain minimum OEM dimensions for hubs/rotors and calipers, which cannot be lit. No oil bath front hubs.
- Bolt pattern may be changed.
- Larger studs allowed.
- Rear rotors may be aftermarket 0.81-inch thickness (new).
- Vented solid surface rotors only, no scalloped or ceramic coated rotors.
- No brake shut-off or pressure sensitive devices. •One front to rear proportioning device allowed. •Brake lines must be visible.
- Rear caliper brackets must be welded or bolted solid to rear-end housing.

11.16 EXHAUST:

- Round tube headers only.
- All primary header tubes must enter directly into one collector, at the same point, at the end of the header.
- Turn down recommended.
- Non-stepped, painted headers only.
- No heat wraps.
- No exhaust sensors, merge collectors, crossovers, inserts, cones, or balance tubes.

11.17 FUEL SYSTEM:

- Racing fuel cell required, maximum 32-gallon capacity.
- Must be in a minimum 20-gauge steel container. •Must be securely mounted behind the rear axle, between rear tires, minimum four inches ahead of bumper, minimum 10 inches above ground.
- Must mount with minimum one-inch square tubing or two solid steel straps around the entire cell, two inches wide and 0.125 inch thick.
- All cell mounts must be steel, securely welded to frame/cage.
- Protective tubing must cover the rear and extend past both sides of the cell. •No part of the cell shall be lower than protective tubing. •Fuel cell vents, including cap vent, must have check valves.
- If the fuel cell does not have an aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. •Fuel shut off recommended.
- Pick-up must be on top or right side of the cell.
- One fuel filter allowed.
- Mechanical OEM type push rod fuel pumps only. •Maximum 0.100-inch-thick carburetor gaskets on all engines.
- Any adapter/spacer maximum one inch thick allowed.
- FUEL: Pump gas only. No racing fuel allowed.

11.18 WEIGHT:

- Minimum weight limit of 2,500 pounds, no tolerance, after race with driver in car.
- No ballast and/or loose objects in the driver compartment, above the interior deck or outside body.
- Ballast must be securely mounted to frame or roll cage and painted white with car number on it.
- Must be attached with at least two 0.5-inch bolts. •No titanium, magnesium, carbon fiber or tungsten products.
- Exceptions are carbon fiber rock guard and hood scoop.
- Solid steel fasteners only.

11.19 BATTERY/STARTER:

- One 12-volt battery only.
- No lithium batteries.
- Must be securely mounted between frame rails, and the positive terminal must be covered.
- Starter must bolt on block in OEM location and directly engage flex plate/flywheel.

11.20 GAUGES/ELECTRONICS:

- No cell phones, unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials),
- No electronic monitoring computer devices capable of storing information except recall tach.
- 12-volt ignition system and HEI distributor only. •Ford/Chrysler may use a HEI distributor.
- No billet distributors or crank triggers.
- Ignition rotor, cap, coil and module must remain OEM appearing.
- No unapproved or additional ignition accessories allowed.
- All components must be out of reach of the driver. •All wiring must be visible for inspection.
- Only gauges allowed are oil pressure, fuel pressure, brake bias, water temperature and tach. OEM type alternator with internal regulator allowed. •No electronic traction control devices.

11.21 TRANSMISSION/DRIVE SHAFT:

- All forward and reverse gears must be operational, plus a neutral position. •With the engine running and the car in a still position, the driver must be able to engage the car in gear and move forward, then backward.
- OEM production transmissions.

- Bert, Brin, Falcon style race transmissions allowed.
- No reverse mount starters allowed.
- No in and out boxes or quick-change devices allowed.
- One steel or aluminum OEM or OEM replacement flywheel or flexplate allowed, must be bolted directly to the end of the crankshaft.
- Automatic: Two or three speed, OEM production case with a functioning OEM pump appearing. •Aluminum OEM bell housing may be replaced with aftermarket explosion-proof steel or aluminum bell housing.
- Original OEM bell housing must have approved scatter shield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flexplate.
- Only external lines allowed are for transmission cooler.
- May use a spline drive flange coupler or torque converter (10 inch minimum) only.
- Manual: Three or four speed, OEM production case and have a working 7.25-inch minimum diameter, steel and/or aluminum, single or multi-disc clutch and pressure plate bolted directly to flywheel/flexplate.
- These components must rotate, consistent with engine rpm, while the car is in any gear.
- Must use explosion-proof steel bellhousing with one hole for throwing out bearing lever or hose, must be 270 degrees around top of clutch and flywheel/flexplate area.
- Hydraulic clutch pedal allowed with manual transmission only.
- Drive Shaft: Steel slip-yokes only.
- Minimum two-inch diameter, white, steel drive shaft. 360- degree drive shaft loop required and must be constructed of at least 0.25 inch by two-inch steel, or one inch tubing, mounted six inches back from front U-joint.

11.22 ENGINE COMPARTMENT:

- Rear of the engine (bell housing flange must be mounted at least 72 inches forward from the centerline of the rear axle.
- Engine offset must be kept within two inches of the centerline of the front cross member with engine level.
- Minimum 1 inch engine height from ground to center of crankshaft.
- V-belt aluminum or steel pulleys only.
- Copper/brass or aluminum radiator only and must be mounted in front of the engine.
- No vacuum pumps, no remote oil filters

11.23 CARBURETOR®

- One 2-barrel carburetor or one single inlet 4-barrel carburetor.
- Choke butterfly may be removed. 1" spacer allowed. 2bbl to 4bbl adapters allowed.
- No fuel injection.

11.24 INTAKE:

- Any dual plane NON air gap intake allowed. •Gasket matching allowed.
- Gasket matching shall not extend more than 1" into the ports.
- Edelbrock Aluminum Performer intakes are acceptable as follows:

- No grinding or removing of any castings or numbers.
- GM SBC Performer # 2101 or #2701 #2116 #2716 #7116.
- Ford 260-289-302 V8 Performer # 289. Ford 351M/400 V8 Performer # 400.
- Ford 351 Cleveland Performer # LB351-4V.
- Ford 351 Windsor Performer # 351W.
- Chrysler 318/360 Performer # 318/360 5.19

11.25 EXHAUST:

- Cast iron exhaust manifolds or headers allowed (see item 16 for specifics)

11.26 CYLINDER HEADS

- Unaltered OEM cast iron or aftermarket stock replacement cylinder heads only.
- GM or stock style replacement cast iron Vortec heads allowed.
- Vortec heads shall use Edelbrock Performer Vortec intake manifold # 2116 #2716 #7116
- Cylinder heads must reflect casting numbers in original form.
- Maximum Intake and Exhaust valves: 2.02" maximum intake valve. 1.60" maximum exhaust valve.
- Allowed stock replacement heads.
- These are bare head part numbers.
- You can use the comparable "assembled" head. •EngineQuest # CH350H EPWI # 175679, 175769, •World Products #043600 2.02 intake valve /1.60 exhaust valve.
- Dart Iron Eagle # 10120010, 10220010
- World Products S/R Torquer # 042660, 042670 •Summit Racing # 152123, #151124, EPWI # 175672G, 175762.
- UNALTERED MEANS THAT OTHER THAN GASKET MATCHING THE INTAKE AND EXHAUST PORTS SHALL REMAIN UNTOUCHED. • VALVE JOBS, GUIDEREPAIR, MACHINING FOR GUIDE PLATES AND RESURFACING ARE ALLOWED. • IF THE CYLINDER HEAD NEEDS SOME OTHER KIND OF REPAIR PLEASE CONTACT THE TECH PERSON OR ABOARD MEMBER TO SEE IF THE REPAIR WILL BE ALLOWED.

11.27 ENGINES:

- Factory engines run on automotive grade pump gas or avgas only, no race fuel. 100 Octane maximum rating.
- CRATE ENGINE OPTION: Must use unaltered GM 602 crate engine.
- OPEN: OEM cast iron blocks only.
- Maximum cylinder bore size:
- Chevy 350- 4.060, No 400cid allowed.
- Ford 351w-4.060, 400M allowed. Dodge 360 - 4.060.
- Max compression ratio 9.5 to 1. •No porting or polishing allowed.
- No pop-up, dome, or hemi pistons allowed.
- Flat top or dished pistons only.
- Hydraulic cams allowed

- Roller cams, roller rockers, roller cams, or lifters allowed.
- Stamped steel roller rockers are not allowed.
- Aftermarket stock length replacement connecting rods and stock stroke replacement cast crankshafts may be used.
- Connecting rods shall be identical to a scat stock replacement forged I beam Part: #3icr5700p.
- Crankshafts shall be identical to a scat pro stock cast crankshaft - Part: # 9103750 or a scat 9000 series crankshaft- Part: #9-350-3480-5700.
- Stroke must match the block.
- Hydraulic cams and lifters only.
- Firing order must be stock.
- No polishing of rods.
- Stock replacement rods and cranks only.
- Chain and sprocket style timing chain only.
- Mechanical or electric fuel pumps allowed.
- Electric pumps must have a low oil pressure shut off switch.
- Racing oil pans allowed.
- *Violation of the cubic inch limit will result in disqualification, loss of all points for the season.
- Conventional flat tappet cam and lifters only, cannot alter lifter bores.
 - OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2).
- Steel oil pans only.
- Racing oil pans allowed.
- Cooling lines allowed on aluminum intakes.
- Unaltered OEM type harmonic balancer only.
- OEM type steel or aluminum water pumps only.

11.28 TCR Mod Body Dimensions:

- All body measurements are max. unless otherwise specified.
- Dimensions have zero tolerance.
- A 20" max. 16" min. (ground to center of bumpers, front and rear)
- B 6.5" min. (center or center)
- C 54" max. roll cage, 56" max. roof; 42" min. both.
- Hood 6" max. drop (sides), sealed off from driver's compartment and max. 6" rake.
- E 36" max.
- F 6" max.
- G 4" min. ground clearance; Door may extend max. 6" past block at bottom, both sides.
- H 19" max. must be the same on both sides.
- I 112" max. 108" min.
- J 31" max. 24" min.
- K 72" max. or not past back of block, at top. The left side may extend forward to cover the foot box.

- L 18" max. 12" opening, both sides.
- M With level, must have no more than 2" clearance at rear of roof and 5" at top front.
- N 120" max. 106" min.
- O 48" max. 34" min.
- P Interior slope is 6" max. front to rear and flat across.
 - If flat at the front half of the interior you have used up 50% of your 6" so from behind driver to rear you may only have 3".
- Top of the interior must be flush with the top of doors and quarters.
- Optional escape hatch from driver to passenger door allowed.
- Q 38" max. 28" min.
- R Min. 24" nose must be flat and flush with sides. •S 66" max. 24" min. must cover the radiator.
- T 52" max. 44" min. (includes sides)
- U 56" max. 47" min. Tires max 1" inside body both sides.
- W 66" max. 53" min. same front to back
- X 43" max. 24" min.
- Y 3" minimum REAR FILLER PANEL: 8" min. /90-degree angle.
 - Must be solid, attached to the deck, extend to quarter panels, securely fastened.
- SPOILER BRACES:
 - Maximum 3 total.
 - Bottom edge of the spoiler brace must be flush with the rear edge of the rear deck.
- SAIL PANELS:
 - Must slope down from the rear edge of the roof and be within the confines of these dimensions and the same on both sides.
 - Must mount to outside of and can be no wider than interior deck.
 - Must mount under roof sides.
- SPOILER 10"6 " 4-1/2" 1" 1/2" Maximum break 3-1/2" Minimum "1 radius at top Edge of interior deck 45°.
- SPOILER BRACE Z 2" minimum tire clearance from body 1" max.

O 112" max. 108" min.

J 31" max. 24" min.

K 72" max. or not past back of block, a top.

The left side may extend forward to cover the foot box.

L 18" max. 12" opening, both sides.

With level, must have no more than 2" clearance at rear of roof and 5" at top front.

N 120" max. 106" min.

O 48" max. 34" min.

Interior slope is 6" max. front to rear and flat across. flat at front half of interior you have used up 50% of your 8" from behind driver

To rear you may only have 3". Profiterole must be flush with top of doors and quarters. Optional escape hatch from driver topaz.

Q 38" max. 28" min.

R Min. 24" nose must be flat and flush with sides.

S 66" max. 24" min. must cover radiator. Interior

T 52" max. 44" min. (include sides)

U 56" max. 47" min.

V Tires max 1" Inside body both sides.

W 66" max. 53" min. same front to back

X 43" max. 24" min.

Y IMCA decal required in filler panel

Z 3" maximum

SPOILER BRACES: Maximum 3 total, Bottom edge of spoiler brace must be flush with rear edge of interior deck. angle.

Must be sold, attached to the deck, extended quarter panels, securely fastened. SAIL PANELS: Must slope down from rear edge of roof and be within confines of these dimensions and this on both sides, must mount to outside of, and can be no wider than interior deck. Must mount under roof side.