

Kenai Peninsula Racing Lions



LEGEND RULES

Updated 2024

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 Outerwears 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 charging at all times.
- 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 of blocks is illegal.
- Two blocks of lead of any size may not be stacked on top of each other.
- All lead 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 lightening purposes or “offset” is considered illegal. •Only the “shoe face” may be machined.

9.13 Brake & Clutch Lines

- Rubber, hard-line or steel-braided brake and clutch lines are permitted.
- No brake lines may be disconnected or plugged 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.
- LTabs stamped "INEX" as delivered by U.S. Legend Cars International will be .140" thick.
- Tabs with excessive weld 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 Driveshaft 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 as long as 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 as long as 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 as long as 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 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 strictly 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 as long as 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 as a result 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 a given 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 has the ability to 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 absolutely sure that you check the cap on your fuel cell for tightness before going onto the race track. The cap should fit snugly into the cell. The car number must appear on 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 located 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 come in contact with 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 with the exception of 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 new by 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 in 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 new by 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 sub-frame 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 as long as 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 tie wrapped 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 slotted 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. 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 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 number assignment. The size, color and style of numbers must be adequate to permit prompt identification by track officials at all times. 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 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 located 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. 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 pick up 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 57 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 as long as 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 lightening 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). 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 U.S. Legend Cars International. (Competitors are allowed to up-grade to the stock U.S. Legend Cars International "Double shear" specifications). Axle bearing flanges are square to the center line 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 secured at all times when the car is on the track. Dash is mandatory. If 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 different 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) beadlock wheel 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 wheelbase 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 rearend 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 can change/modify/add something, then you must consider that the change/modification/addition is illegal.

9.116 CAM SHAFT

- 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 a very specific manor, 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 with the exception of 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. Oring 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 un-sealed 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 rebuild, 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 CRANK SHAFT

- 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 un-sealed 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 un-sealed 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 are 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 un-sealed 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 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 with the exception of altering the number of angles of the seat and a maximum back cut width up to 0.200" is permitted from 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 are 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 lightened in any way. The transmission gears may be shimmed only for the purpose of proper engagement. Standard and aftermarket shims may be utilized.