



## CIRCLE TRACK DIVISION

KENAI, AK

GENERAL RULES

2019 Edition

**Twin City Raceway Circle Track Division**

**Classes:**

Mini Stock, A Stock, B Stock, Truck, Sprint, Legend, Late Model

# 1 Table of Contents

2	GENERAL DISCLAIMER .....	13
3	GENERAL RULES.....	13
3.1	INTERPRETATION.....	13
3.2	MEDICAL EXAMINATION .....	13
3.3	HELMETS.....	13
3.4	FIRE SUITS.....	13
3.5	SAFETY BELTS.....	13
3.6	FIRE EXTINGUISHERS .....	14
3.7	SEATS .....	14
3.8	WINDSHIELDS AND DRIVERS DOOR OPENING .....	14
3.9	BRAKES.....	14
3.10	STARTERS AND BATTERIES.....	14
3.11	THROTTLE LINKAGE .....	15
3.12	DRIVE SHAFT .....	15
3.13	ROLLCAGES .....	15
3.14	Roll Cage Example: .....	15
3.15	FUEL TANKS .....	16
3.16	NUMBER SPECIFICATIONS .....	16
3.17	RADIATORS AND COOLERS .....	16
3.18	REFLECTIVE DEVICES.....	16
3.19	INSPECTIONS.....	16
3.20	ORIGINAL START .....	16
3.21	DELAWARE RESTARTS.....	16
3.22	ENTERING THE TRACK.....	17
3.23	AFTER AN ON-TRACK INCIDENT.....	17
3.24	EXITING THE TRACK ON A YELLOW.....	17
3.25	INCIDENTS ON WHITE/CHECKERED FLAG.....	17
3.26	WHEEL PACKING.....	17
3.27	THE STAGING AREA.....	17
3.28	FLAGS.....	17

3.28.1	Green .....	17
3.28.2	Yellow .....	17
3.28.3	Red.....	17
3.28.4	White .....	17
3.28.5	Checkered.....	18
3.28.6	Black.....	18
3.28.7	Blue and Yellow Stripe.....	18
3.28.8	Green and White Flags Crossed.....	18
3.28.9	Red and Black Flags Waving .....	18
3.29	SIGNAL LIGHTS.....	18
3.29.1	Green .....	18
3.29.2	Yellow .....	18
3.29.3	Red.....	18
3.29.4	Yellow Flashing .....	18
3.29.5	Lights Out.....	18
3.30	FINES AND SUSPENSIONS .....	18
3.30.1	Clean Up.....	18
3.30.2	Contaminants spilled .....	18
3.30.3	Crew Fights .....	18
3.30.4	Driver Fights.....	18
3.30.5	Speeding in the Pits .....	18
3.30.6	Unsafe Work Practices.....	18
3.30.7	Profanity .....	18
3.30.8	Alcoholic Beverage in Pit Area.....	18
3.30.9	Unattended Children .....	18
3.30.10	Unsportsmanlike Conduct .....	18
3.31	POINTS.....	18
3.31.1	Point Calculations .....	18
3.32	STARTING.....	19
3.33	RAIN OUT POLICY.....	19
3.34	FANS.....	19
3.35	SECTION/VISUAL PROTEST .....	19
3.36	COMPLETE PROTEST .....	19

3.37	FIRST OFFENSE.....	20
3.38	PASSENGERS.....	20
3.39	AUXILIARY PIT VEHICLES.....	20
3.40	TCR Board of Directors.....	20
4	Mini Stock.....	22
4.1	COMPETING MODELS.....	22
4.2	BODIES.....	22
4.3	FRAMES.....	22
4.4	BUMPERS.....	22
4.5	ROLL CAGE.....	22
4.6	IGNITION.....	22
4.7	ELECTRICAL.....	22
4.8	SUSPENSION.....	22
4.9	SEAT.....	22
4.10	STEERING.....	22
4.11	REAR ENDS.....	22
4.12	RADIATORS.....	22
4.13	WHEELS.....	23
4.14	BRAKES.....	23
4.15	TIRES.....	23
4.16	TRANSMISSION.....	23
4.17	FUEL DELIVERY SYSTEMS.....	23
4.18	INTAKE.....	23
4.19	EXHAUST.....	23
4.20	ENGINES.....	23
4.21	CYLINDER HEADS.....	23
5	A Stock.....	24
5.1	COMPETING MODELS.....	24
5.2	BODIES.....	24
5.3	FRAMES.....	24
5.4	BUMPERS.....	24
5.5	ROLL CAGE.....	24
5.6	IGNITION.....	25

5.7	ELECTRICAL .....	25
5.8	SUSPENSION .....	25
5.9	SEAT .....	25
5.10	STEERING .....	25
5.11	REAR ENDS.....	25
5.12	RADIATORS .....	25
5.13	WHEELS.....	25
5.14	BRAKES.....	26
5.15	TIRES .....	26
5.16	TRANSMISSION .....	26
5.17	FUEL DELIVERY SYSTEMS .....	26
5.18	INTAKE .....	27
5.19	EXHAUST .....	27
5.20	CYLINDER HEADS .....	27
5.21	ENGINES.....	28
6	B Stock .....	29
6.1	COMPETING MODELS .....	29
6.2	BODIES.....	29
6.3	FRAMES.....	29
6.4	BUMPERS.....	29
6.5	ROLL CAGE .....	29
6.6	IGNITION.....	29
6.7	ELECTRICAL .....	29
6.8	SUSPENSION .....	30
6.9	SEAT .....	30
6.10	STEERING .....	30
6.11	REAR ENDS.....	30
6.12	RADIATORS .....	30
6.13	WHEELS.....	30
6.14	BRAKES.....	30
6.15	TIRES .....	18
6.16	TRANSMISSION .....	18
6.17	CLUTCH .....	18

6.18	FUEL DELIVERY SYSTEMS .....	18
6.19	FUEL CELL.....	18
6.20	FLYWHEEL.....	18
6.21	INTAKE .....	18
6.22	DISTRIBUTOR .....	18
6.23	STARTER.....	18
6.24	EXHAUST .....	18
6.25	ENGINES.....	19
6.26	BLOCK .....	19
6.27	CRANK.....	19
6.28	RODS.....	19
6.29	CAM .....	19
6.30	LIFTERS.....	19
6.31	TIMING.....	19
6.32	CYLINDER HEADS .....	20
6.33	HARMONIC BALANCER .....	20
6.34	WATER PUMP .....	20
6.35	OIL SYSTEM .....	20
6.36	GM CRATE MOTOR OPTION .....	20
7	TRUCK.....	21
7.1	BODIES.....	21
7.2	SAFETY .....	21
7.3	FRAME .....	21
7.4	SUSPENSION AND STEERING .....	21
7.5	BRAKES.....	21
7.6	REAR ENDS.....	21
7.7	NUMBER .....	21
7.8	ROLL CAGE .....	21
7.9	WHEELS.....	21
7.10	TIRES .....	21
7.11	ENGINE.....	22
7.12	BLOCK .....	22
7.13	CRANK.....	22

7.14	RODS .....	22
7.15	CAM .....	22
7.16	LIFTERS.....	22
7.17	TIMING.....	22
7.18	HEADS .....	23
7.19	HARMONIC BALANCER .....	23
7.20	WATER PUMP .....	23
7.21	OIL SYSTEM .....	23
7.22	FUEL PUMP .....	23
7.23	FLYWHEEL.....	23
7.24	CARBURETOR.....	23
7.25	INTAKE .....	23
7.26	DISTRIBUTOR .....	24
7.27	STARTER.....	24
7.28	EXHAUST .....	24
7.29	TRANSMISSION .....	24
7.30	CLUTCH .....	24
7.31	FUEL CELL/FUEL .....	24
7.32	WEIGHT.....	24
8	SPRINT.....	25
8.1	COMPETING MODELS .....	25
8.2	BODIES .....	25
8.3	FRAMES.....	25
8.4	BUMPERS.....	25
8.5	ROLL CAGE .....	25
8.6	IGNITION.....	25
8.7	ELECTRICAL .....	25
8.8	SUSPENSION .....	25
8.9	SEAT .....	25
8.10	STEERING .....	25
8.11	REAR ENDS.....	25
8.12	RADIATORS .....	26
8.13	WHEELS.....	26

8.14	BRAKES.....	26
8.15	TIRES .....	26
8.16	TRANSMISSION .....	26
8.17	FUEL DELIVERY SYSTEMS .....	26
8.18	INTAKE .....	26
8.19	EXHAUST .....	26
8.20	ENGINES.....	26
8.21	CYLINDER HEADS .....	26
9	LEGEND .....	27
9.1	COMPETING MODELS .....	27
9.2	AERODYNAMICS .....	27
9.3	AIR FILTERS .....	27
9.4	ALTERNATORS.....	27
9.5	BALL JOINTS .....	27
9.6	BALLAST .....	27
9.7	MOUNTING BALLAST .....	27
9.8	BATTERY.....	27
9.9	BOLTS AND FASTENERS .....	27
9.10	BRAKES.....	28
9.11	Brake Rotors .....	28
9.12	Brake Drums .....	28
9.13	Brake & Clutch Lines .....	28
9.14	Brake Master Cylinder .....	28
9.15	Brake Proportion valves .....	28
9.16	BUMP STEER .....	28
9.17	BUMPERS.....	28
9.18	Attachment of the Bumper .....	29
9.19	Repairing a bumper During a Race .....	29
9.20	CARBON FIBER .....	29
9.21	CARBURETORS .....	29
9.22	CHROME PLATING/POLISHING .....	29
9.23	CLUTCH MASTER CYLINDER.....	29
9.24	CONTINGENCY SPONSOR DECALS .....	29



9.25	DOOR PLATES.....	29
9.26	DRIVESHAFT .....	29
9.27	Driveshaft retainers .....	30
9.28	ENGINE COATINGS.....	30
9.29	ENGINE COOLING .....	30
9.30	ENGINE SERIAL NUMBERS .....	30
9.31	ENGINE LOCATION & MOUNTS .....	30
9.32	EXHAUST SYSTEM .....	30
9.33	FENDER MOUNTING .....	30
9.34	Area under the Rear Fenders .....	30
9.35	FENDER HOLES and TRIMMING.....	31
9.36	FIBERGLASS COMPONENTS .....	31
9.37	Mounting of Components .....	31
9.38	FIREWALL.....	31
9.39	FRAME .....	31
9.40	Registration of a Legend Car.....	31
9.41	Serial number plates.....	32
9.42	Metal Fatigue.....	32
9.43	Suicide Doors .....	32
9.44	FRAME REPLACEMENT .....	32
9.45	FRAME REPAIR.....	32
9.46	FUEL .....	32
9.47	Specific Gravity .....	32
9.48	Laboratory Testing.....	32
9.49	Penalty for Fuel Rule violations .....	32
9.50	FUEL ADDITIVES .....	33
9.51	FUEL CELL.....	33
9.52	Fuel Cap .....	33
9.53	Fuel Cooling Devices .....	33
9.54	FUEL FILTER.....	33
9.55	FUEL LINES .....	33
9.56	FUEL SHUT-OFF VALVE or FUEL REGULATOR .....	33
9.57	GAUGES .....	33

9.58	GEAR RATIOS .....	33
9.59	GENERAL APPEARANCE OF THE CAR .....	33
9.60	GRILL .....	34
9.61	GUSSETS.....	34
9.62	HEIM ENDS.....	34
9.63	HOOD .....	34
9.64	IGNITION SYSTEM .....	34
9.65	Ignition Control box .....	34
9.66	Swapping of Ignition Control boxes.....	34
9.67	Coils, Coil Wires and Spark Plug boots .....	34
9.68	Coil Mount .....	35
9.69	Ignition Rotors .....	35
9.70	Ignition Plates .....	35
9.71	JAM NUTS .....	35
9.72	LOWER CONTROL ARMS.....	35
9.73	MANDATORY SERIES SPONSOR DECALS.....	35
9.74	MIRRORS.....	35
9.75	MUFFLERS.....	35
9.76	NERF BARS .....	35
9.77	NUMBERS .....	35
9.78	OIL ADDITIVES.....	36
9.79	OIL CATCH CANS .....	36
9.80	OIL COOLERS & LINES .....	36
9.81	Oil Cooler Scoops.....	36
9.82	Overhead Oiling Systems.....	36
9.83	OIL CRANKCASE BREATHER .....	36
9.84	OIL FILTERS, REMOTE.....	36
9.85	PICKUP POINTS & SPACERS .....	36
9.86	RACK & PINION STEERING .....	36
9.87	RADIOS.....	37
9.88	RADIUS RODS/PANHARD BAR .....	37
9.89	REAR AXLES.....	37
9.90	REAR ENDS.....	37

9.91	RIDE HEIGHT .....	37
9.92	RUNNING BOARDS.....	37
9.93	SHEET METAL.....	37
9.94	SHOCKS .....	38
9.95	SHIFTERS AND SHIFT LINKAGE .....	38
9.96	SPINDLES.....	38
9.97	SPRINGS .....	38
9.98	SPROCKET ADAPTERS .....	38
9.99	STEERING COLUMN .....	38
9.100	Steering Quickeners.....	38
9.101	Steering Shafts.....	38
9.102	STEERING WHEELS.....	38
9.103	TIRES .....	39
9.104	TRACTION CONTROL DEVICES .....	39
9.105	UPPER CONTROL ARMS .....	39
9.106	WEIGHT.....	39
9.107	WEIGHT SAVING MEASURES .....	39
9.108	WHEELS.....	40
9.109	WHEELBASE .....	40
9.110	Measuring wheelbase.....	40
9.111	WIDTH.....	40
9.112	REAR OFFSET.....	40
9.113	WINDSHIELDS/SCREENS .....	40
9.114	1250 & 1219 ENGINE SPECS .....	40
9.115	Engine Specifications .....	40
9.116	CAM SHAFT .....	40
9.117	CAM CHAIN .....	41
9.118	CAM CHAIN ADJUSTERS.....	41
9.119	CLUTCH .....	41
9.120	1200 CYLINDER HEAD .....	41
9.121	Combustion Chamber .....	41
9.122	Repairing Heads.....	41
9.123	1200 COMPRESSION RATIO .....	41

9.124	CRANK SHAFT.....	41
9.125	1200 CRANKING COMPRESSION.....	41
9.126	OIL PAN.....	41
9.127	OIL PUMP.....	41
9.128	1200 PISTONS & RINGS.....	42
9.129	Cylinder Sleeves.....	42
9.130	1200 RODS.....	42
9.131	STROKE.....	42
9.132	1200 VALVES.....	42
9.133	VALVE GUIDES.....	42
9.134	VALVE SPRINGS.....	42
9.135	TRANSMISSIONS.....	42
10	LATE MODEL.....	43
10.1	FRAME.....	43
10.2	BODY.....	43
10.3	FIREWALL.....	43
10.4	BUMPERS.....	43
10.5	ENGINES.....	43
10.6	IGNITION.....	43
10.7	FUEL.....	44
10.8	TRANSMISSION/DIFFERENTIAL.....	44
10.9	STEERING.....	44
10.10	TIRES/WHEELS.....	44
11	PROTEST.....	45
11.1	Section/visual Protest in writing, signed by the driver protesting: \$50.00 cash, \$25.00 goes to TCR.....	45

## 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 harness will be 3" minimum and must be fastened behind the seat at shoulders 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 release 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 -1/2pound 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. 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**

- Drivers window must have racing 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. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave 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 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

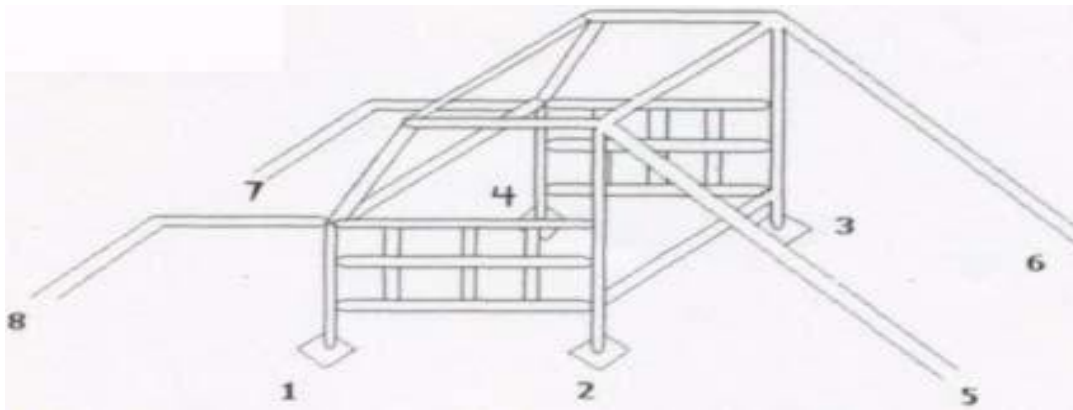
- All classes are required to have double return springs on carburetor throttle linkage.

### 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.

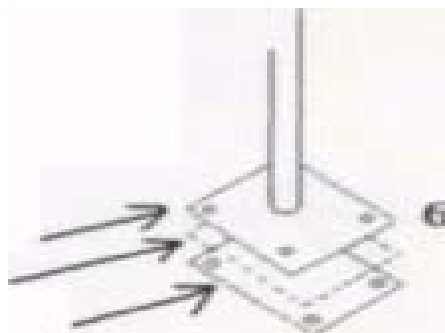
### 3.13 ROLLCAGES

- 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. 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 cell. Tanks must be equipped with a PCV valve or check valve. Filler caps must be located inside of 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" number 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 shroud is highly recommended. No oil, transmission or water coolers allowed in driver's compartment. Any oil, transmission or water cooler lines running through driver's compartment must be metal. External cooling lines maximum of 2 lines from the back of the intake to enter into 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 at all times conduct him 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 to be sure that your car is safe and race ready.

## TRACK PROCEDURES

### 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 nose 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 jumped 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 a 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 4<sup>th</sup> 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 beside, 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 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.

- 3.28.5 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.
- 3.28.6 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.
- 3.28.7 Blue and Yellow Stripe
  - Your car is about to be lapped by faster traffic; **HOLD YOUR LINE!**
- 3.28.8 Green and White Flags Crossed
  - Race is half way finished.
- 3.28.9 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 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
- 3.30.6 Unsafe Work Practices
  - \$25.00
- 3.30.7 Profanity
  - \$25.00
- 3.30.8 Alcoholic Beverage in Pit Area
  - \$25.00
- 3.30.9 Unattended Children
  - \$25.00
- 3.30.10 Unsportsmanlike Conduct
  - \$50.00

### 3.31 POINTS

- 3.31.1 Point Calculations

No. Cars	Positions	Qualifying	Heats	Feature
<b>20</b>	1	10	10	30
<b>19</b>	2	9	9	28
<b>18</b>	3	8	8	26

17	4	7	7	24
16	5	6	7	22
15	6	5	6	20
14	7	5	6	18
13	8	4	5	16
12	9	4	5	14
11	10	3	4	12
10	11	3	4	10
9	12	2	3	9
8	13	1	3	8
7	14	1	2	7
6	15	1	2	6
5	16	1	1	5
4	17	1	1	4
3	18	1	1	3
2	19	1	1	2
1	20	1	1	1

### 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. The race will be held the next day (Sunday) with Qualifying at one pm. (1pm), racing at two pm. (2pm). Completion of heat races constitutes a show.

### 3.34 FANS

- If it wasn't for the fans, we wouldn't be here. Any driver, crew member, or track official who is the instigator of abuse on a fan whether it's 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 next racing event. Visual protests - (protest that can be determined by TCR official merely by his or her observation, IE; wheel base, 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 protested driver/car is found legal, protest monies will be issued to protested driver less fees. If protested driver/car is found illegal, protested monies will be returned to protesting driver less fees and penalties will be applied to protested 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 15min. 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 protested 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 driver chooses which side is removed. If protested driver is found legal, protest monies will be issued to protested driver less fees. If protested driver is found illegal, protested monies will be returned to protesting driver less fees and penalties will

be applied to protested 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 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 race track 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 pit area is prohibited. Driver/Owner of 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** - TBD
- **Late Model Director** – TBD
- **Legend** – Bryan Barber (907) 529-0026
- **Treasurer** – Bridgette Attleson (907) 953-8052
- **Secretary** – Bridgette Attleson (907) 953-8052



# **CIRCLE TRACK DIVISION**

**KENAI, AK**

## **CLASS RULE BOOK 2019 EDITION**

**Mini Stock  
A Stock  
B Stock  
Truck  
Sprint  
Legend  
Late Model**

## **4 Mini Stock**

### **4.1 COMPETING MODELS**

- 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.

# MINI STOCK

## 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.: crank and rods).

## 4.21 CYLINDER HEADS

- Unaltered OEM cylinder heads only.
- Valves to remain stock size for heads being used.

# 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.
- Engines and bodies must be make to make.
- Car must weight a minimum of 3200 lbs. wet with driver.

### 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 racing approved removable window net.
  - Window nets are always required to be used.
- Firewall and floor pan must remain intact.
  - 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.
- No fiberglass hoods or body panels allowed.
- No aluminum hoods or trunks allowed.

### 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".

### 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.



# A STOCK

- 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 hiem end, aluminum, or split valve shocks.
  - OEM mount, OEM location only.
- Springs must be mounted in stock OEM location and mounting only.
- Anti-sway bar must remain stock, if you choose to run one.

## 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.

## 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 ration 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

# A STOCK

- 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.
- Stock brake master cylinder only, with cylinder and pedal in stock location and mounted to the fire wall.
  - No pedal extensions of any kind.
- No deviation from stock is allowed.

## 5.15 TIRES

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

## 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 500cfm 2-barrel carburetor or one 4-barrel carburetor. Single fuel inlet. 650 CFM max. with a vacuum secondary..
- Choke tower must be intact.
- Choke butterfly may be removed.
- 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.
- No boat tanks.
- 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.

# A STOCK

## 5.18 INTAKE

- Any cast iron OEM or cast-iron aftermarket replacement intake allowed.
  - Gasket matching allowed. Gasket matching shall not extend more than ½” 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 Performer # 2101
    - 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 cast iron exhaust manifolds only.
- No aftermarket exhaust manifolds allowed.
- 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.
  - Steel valves only.
- Stock GM cast iron Vortec heads that were originally installed on a production vehicle are allowed. Vortec heads shall use an unaltered Edelbrock Performer Vortec manifold # 2116.
- 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
    - 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
    - EPWI # 175672G, 175762
- UNALTERED MEANS THAT OTHER THAN GASKET MATCHING THE INTAKE AND EXHAUST PORTS SHALL REMAIN UNTOUCHED.
- VALVE JOBS, GUIDE REPAIR, MACHINING FOR GUIDE PLATES AND RESURFACING ARE ALLOWED.
- 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.

# A STOCK

## 5.21 ENGINES

- Factory engines, location, and components.
  - Engines will be GM for GM, Ford for Ford, etc.
  - 180 PSI maximum compression and run on automotive grade pump fuel or avgas only.
  - 100 Octane maximum rating.
- OEM 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 cams, 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 must 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.

# 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.

## B STOCK

- 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.

# B STOCK

## 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 two-barrel or four-barrel carburetor with single fuel inlet only. 650 CFM max with a vacuum secondary.
- 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 booster is 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.

## 6.24 EXHAUST

- Collector type headers or cast-iron manifolds.
- No 180 headers will be permitted.
- Manifolds and/or headers must exit downwards.

# B STOCK

- Exhaust must exit rear of transmission cross-member under rear of car.

## 6.25 ENGINES

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

## 6.26 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.
- De-burring 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.

## 6.27 CRANK

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

## 6.28 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.

## 6.29 CAM

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

## 6.30 LIFTERS

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

## 6.31 TIMING

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



# B STOCK

## 6.32 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.

## 6.33 HARMONIC BALANCER

- Fluid damper permitted.

## 6.34 WATER PUMP

- Cast or aluminum permitted.

## 6.35 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.

## 6.36 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. 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 line up.

### 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. Minimum of 3 lateral bars must be used on the left side and 2 on the right side. Right side need not be inside door but must be a 2-bar minimum.
- Bars must be at least 1 ½ 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 ½ inches on the ground, measured by footprint on the ground.
- No lug or studded tire allowed.

# TRUCK

## 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.
- Drive train 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.
- De-burring 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 counter weights 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.

# TRUCK

## 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 engine.... 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.

# TRUCK

## 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 nitro methane, 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 wheel base is 83", maximum wheel base is 92".

### 8.2 BODIES

- Bodies are required, style optional.
- Hoods are mandatory and must cover the radiator and engine compartment.
- Belly pans or floor boards 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 floor boards 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 bi-wings 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 rear end allowed except independent.

# SPRINT

## 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.

# LEGEND

## 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 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 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



# LEGEND

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. Willwood 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

- 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.
- 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.

# LEGEND

## 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. Tabs 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

- Doorplates on driver's side door are mandatory. Doorplates 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 doorplate 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 new by U.S. Legend Cars International. Lightening the driveshaft in any way is illegal. Driveshaft must be painted white or light gray.

# LEGEND

## 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 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 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 on to the frame as specified by 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.

# LEGEND

## 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 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 new 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. 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.

# LEGEND

## 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.

# LEGEND

## 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.

# LEGEND

## 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 32½" (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 competitors 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.

# LEGEND

## 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 INEXsanctioned 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.



# LEGEND

## 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, dinitrotoluene, 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).

# LEGEND

## 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 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 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 ½ 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.

# LEGEND

## 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.

# LEGEND

## 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.

# LEGEND

## 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 63 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.

# LEGEND

## 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. Oringing 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.

# LEGEND

## 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 un-sealed 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.

# LATE MODEL

## 10 LATE MODEL

### 10.1 FRAME

- Frame type is optional.
- Minimum wheel base 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.
- Fiber glass 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 drivers 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 drive line.

### 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 super-charging.
- 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)

**11 PROTEST**

11.1 Section/visual Protest in writing, signed by the driver protesting: \$50.00 cash, \$25.00 goes to TCR.

**Date:** \_\_\_\_\_ **Written Name** \_\_\_\_\_

**Car protested** \_\_\_\_\_ **Signature** \_\_\_\_\_

Complete Protest in writing, signed by the driver protesting: \$300.00 cash, \$50.00 goes to TCR.

\_\_\_\_\_  
**TCR Decision/action taken in writing:**

**TCR Official** \_\_\_\_\_