Below Please find the Legends Class rules as were provided to us by the Legends Class. Please contact Tristan Wilhoit with ant questions or concerns.
wilhoit.tristian@gmail.com

LEGENDS CAR SPECIFICATION RULES

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

No equipment or Racecar will be considered as having been approved by reason of having passed through inspection unobserved. Regardless of Legend Car passing prior inspections, compliance with all rules must be made at each post-Race inspection. No expressed or implied warranty of safety shall result from the technical inspection or approval.

FRAMES, BODY and SUSPENSION COMPONENTS:

1. AERODYNAMICS: Spoilers, air dams or other aerodynamic devices are not permitted.

2. AIR FILTERS: *Only stock USLCI, K & N air filters and Outerwear's Pre-Filters coverings are permitted.* Velocity/ram stacks are not permitted. No components that direct airflow to the carburetors or increase airflow are permitted.

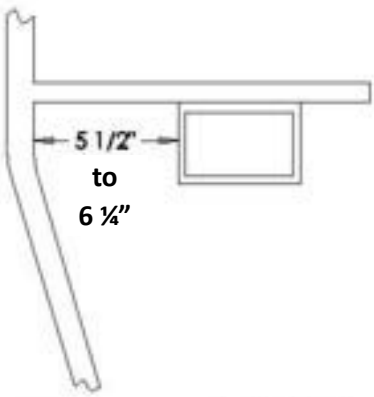
3. ALTERNATOR: Modification(s) to the charging system is not permitted. The alternator system must always be charging. No switches that disconnect the alternator from the charging system are permitted.

4. BALL JOINTS: *Upper and lower ball joints must remain Stock, within the Stock dimensions, steel thickness, location and configurations and may not be reinforced*. 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 a minimum of one jam nut. Jam nut(s) may not be welded to control arms. *Limiting the natural travel of the ball joints is not permitted.*

5. BALLAST: A maximum of eight (8) blocks of solid lead ballast are permitted on the car. (E.I.R.I.) The blocks may be no larger than 1-1/2" x 2-1/2" x 12" (approximately 20 lbs.). Stacking of blocks of any size is not permitted. All ballast must be visible with white or bright paint/tape and identified 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.
Mounting Ballast -The ballast blocks must be bolted directly to the sub-frame and must be secured with a minimum of two (2) 3/8" Grade 5 bolts for EACH piece of lead. Ballast may be bolted to the square tubing of the sub-frame from the front to the back (including the cross members) (1" X 2" tubing only), not to the roll cage. The blocks must not be encased in any way. The ballast must maintain a minimum of 3 ½" inches of ground clearance. Ballast must not extend past the front frame horns or rear bumper mounts or extend beyond the subframe at the kick ups. Ballast is not permitted to be mounted inside the driver's compartment. No ballast may be bolted to the running board or the nerf bars. Ballast may not extend laterally, beyond 2 ½" from the outside of the frame rail. All mounting of the ballast must be approved by the INEX Technical Inspector. **Any "Driver cooling system" equipment must be mounted on the right side of the car.**

6. BATTERY: A single lead acid or gel cell battery (a minimum weight of 20 lbs.) or the US Legend Cars International Feather – Lite, Lithium Battery or the ANTIGRAVITY battery (as delivered by US Legends Cars International) is permitted. A top post or side post battery may be used. Motorcycle batteries may not be used. The battery must be secure and mounted in the Stock location. *The original Stock battery bracket may not be altered. Starter solenoid must be mounted on the battery bracket when using the 1250 engine.* A battery box, terminal coverings or rubber padding around rear end is also highly recommended. A battery shut-off switch is optional.

Legends Battery Box Offset



Note: The measurement for the battery box offset will be taken at the point closest to the crossmember, from the inside of the framerail to the olside of the battery box.

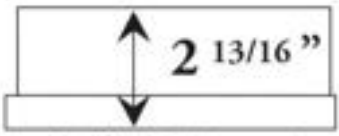
7. BOLTS AND FASTENERS: Only equivalent Stock or upgraded steel fasteners and bolts may be used on the car. Fasteners may be drilled for safety wire, however intentional weight saving modifications are not permitted. All bolts must be magnetic. Aluminum and titanium or composite material bolts are illegal. Inspector must be able to identify the grade of bolt.

8. 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.* Willwood brake calipers are permitted as delivered by USLCI. 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 shut off). Any type of brake cooling duct is not permitted. The right or left side brake pedal may be removed. Brake line quick disconnects are not permitted.

Brake Rotors -Only stock steel rotors (not reduced in diameter) are permitted. As delivered by US Legend Cars International. The minimum thickness of a brake rotor is 8mm.

Brake Drums -Stock Steel drums (not drilled or lightened) are permitted on the rear. The minimum weight of the brake drum is 10.0 lbs. Removal of metal from the brake drum for lightening purposes or “offset” is not permitted. Only the “shoe face” may be machined.

Legends Brake Drum



(10 lbs. Minimum)

Brake & Clutch Lines -Rubber, hardline or steel-braided brake and clutch lines are permitted. No brake lines may be disconnected or plugged.

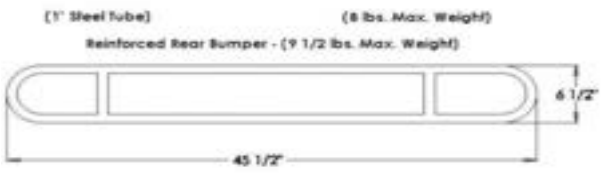
Brake Master Cylinder -*The brake master cylinder must remain Stock, within the Stock dimensions, location configurations* and must remain on the engine side of the firewall. Aftermarket remote reservoirs are permitted.

Brake Proportion Valves -Only one brake valve or, residual valve or pressure valve will be permitted in a car using the rear drum brake system. Cars using the rear disc brake system are permitted to use an additional brake valve, residual valve or pressure valve to regulate brake pressure to the rear brakes. Complete elimination of the brake pressure at any wheel is not permitted.

9. BUMP STEER: Adjustments to bump steer settings will only be permitted by placing spacers between the steering rack and the Heim joint ends of the tie rods or between the front spindle pick-up points and the Heim joint 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.

10. BUMPERS: Front Bumper -*The front bumper must remain within the Stock dimensions, steel thickness, location, and configurations and must not be reinforced*, except for adding one (1) additional bolt per front and/or rear frame rail to the tab.

Legends Front & Rear Bumper



Rear Bumper -*The rear bumper must remain within the Stock dimensions, steel thickness, location, and configurations*. The rear bumper may be reinforced

by attaching tubular steel from the bumper to the rear frame horns. One (1) additional bolt per frame rail to the tab is permitted. If reinforced, the steel tubing (12” maximum length) may not extend beyond the outside width of the rear bumper or attach to the rear cross member of the frame.

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. Tie-wraps, safety wire, duct tape, etc., are not permitted to secure the front or rear bumpers or bumper tabs.

Bumper Tabs -*The bumper tabs must be Stock*. And must be .125” - .140” in thickness. Tabs with excessive weld will not be permitted.

Repairing a bumper During a Race: Bumpers are mandatory throughout the Race and must be bolted on in approved manner. Tie-wraps, safety wire, duct tape, etc., are not permitted to repair the bumper(s). Inspector will disqualify a Driver after a Race if the repaired bumper violates this rule.

NOTE: Race Procedure/ Bumpers are Mandatory
A car must compete with both bumpers that are not in contact with the track or considered in a dangerous position or condition by Track Officials at any time. If any of these conditions are not met, Track Officials may black flag the car.

NOTE: The Inspector does not have the authority to disqualify a Driver after the Race for a violation of this Race procedure.

11. CARBON FIBER: Carbon fiber component usage is not permitted.

12. 1200 / 1250 CARBURETORS: *The carburetors and components of the carburetors must remain as Stock Yamaha FJ1200/ XJ1200/XJR1250.* Only carburetor jets, needles, slide springs and butterfly screws may be replaced. Butterfly screws may only be replaced with 3mm X 6mm Allen head screws or Stock screws. These screws must 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 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.

13. CHROME PLATING/POLISHING: External parts such as bumpers, nerf bars, suspension components and cam cover may be chrome plated or polished.

14. CLUTCH MASTER CYLINDER: *The clutch master cylinder must remain Stock, within the Stock dimensions, location and configurations* and 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 length may be shortened for Driver comfort.

15. CONTINGENCY SPONSOR DECALS: Contingency sponsor decals are optional. To be eligible for posted awards from the contingency sponsor, decals are mandatory and /or use of the product.

16. DOOR PLATES: *The use of a door plate on the Driver's side door is mandatory. Doorplates and strike plates must meet specifications of USLCI*. The door plate is 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).

17. DRIVESHAFT: *The driveshaft, flanges, and u-joints and all components of the driveshaft must remain within the Stock dimensions, steel thickness, location, weight (14 lbs. minimum) and configurations USLCI*. The driveshaft must be painted white or light gray.

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

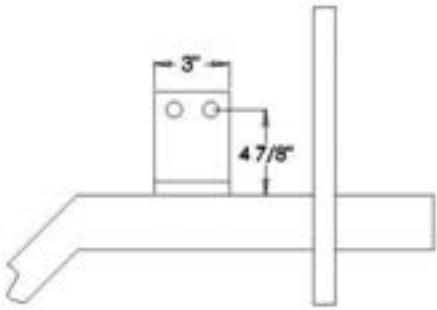
18. ENGINE COATINGS: Only engine coatings as delivered Stock from the factory are permitted. Removal of any engine coatings is not permitted. Headers may be painted with high heat paint only. (Header wrap tape is permitted.) Repainting the outside of the engine or using an unpainted engine is permitted.

19. 1200 / 1250 ENGINE COOLING: Additional fan(s), 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.

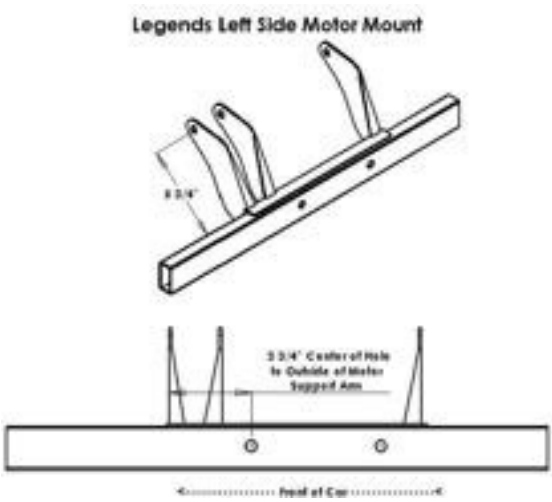
20. ENGINE SERIAL NUMBER: All engine casings must have a serial number.

21. 1200 / 1250 ENGINE LOCATION & MOUNTS: *Left and right-side engine mounts must remain within the Stock dimensions, steel thickness (no aluminum mounts), location and configurations. The right-side motor mount may be replaced with the optional motor mount (if the optional right-side mount is used; you may remove the Stock right side mounting tabs)*. Rubber mounts will be permitted if the engine remains in the Stock location. The engine mounts must be bolted on to the frame as specified by USLCI**.** Mounts may not be welded directly to the frame.

Legends Right Side Motor Mount



Aluminum mounts or extra holes are illegal.



22. EXHAUST SYSTEM: *The header, muffler and gasket must remain within the Stock dimensions, steel thickness, location, and configurations of the original.* 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. Header wrapping (tape) is permitted. Ceramic or baked on coatings are not permitted. *Stock, INEX approved Borla and S&S exhaust systems (as delivered by USLCI) are mandatory for use with Yamaha 1200 or 1250 from USLCI. ProFab exhaust system (as delivered by USLCI) is mandatory for use with Yamaha FZ09*.

23. FIBERGLASS BODY COMPONENTS: *All fiberglass body components must remain within the Stock dimensions, thickness, location, and configurations. All fiberglass components must have an authentic INEX certificate embedded into the underside of the fiberglass component, evidencing that the component is a certified USCLI part.* Fiberglass components may not be reinforced or lightened in any manner. The use of a complete front end (Matching hood, fenders, grill, and grill shell) on a different model car is acceptable. All cars may use 34 Ford rear fenders.

Mounting of Body Components -All fiberglass body components must be firmly attached to the Car competing in any Race. It is recommended that all Dzus fasteners fit tight and are taped over to prevent loosening.

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. The original body mounts are not permitted to be higher than the top of the sub-frame.

Removal of undamaged fiberglass body components (hood, deck lid, etc.) during an Event is not permitted. Any 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 Technical Inspector.

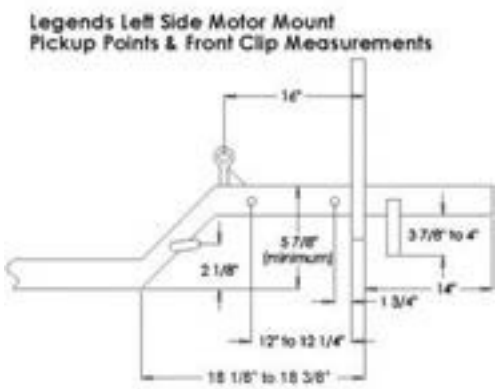
24. FIREWALL: *An aluminum firewall is mandatory. Firewall must be configured as delivered by USLCI.* Using a “thicker than Stock” aluminum firewall

separating the driver's compartment from the engine compartment is permitted.

25. FRAME: *No modifications of the frame (including roll cage) will be permitted unless otherwise noted in this rulebook. All frames must have I.D. (Identification) plate secured on the frame.* No weight reduction of the frame *(including roll cage)* is permitted. Any other requested chassis modifications or repairs are only permitted with a letter from the INEX Technical Director.
Frames with a 0.065" electric resistance welded main roll cage are not allowed. Frames with a 0.083" drawn over mandrel main roll cage are required. It is estimated that all frames produced before August 1995 do not meet the above 0.083" drawn over mandrel requirements.
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.
Serial Number Plates - Frame's competing must be manufactured by USLCI. The serial number assigned to that frame can be found on the Vehicle Identification Number plate. This plate shall not be tampered with in any way.
Metal Fatigue -It is recommended to have the frame checked periodically by an expert for metal fatigue. Cracked or broken frames are prohibited from any Events.

26. FRAME REPLACEMENT: *If the chassis should become severely damaged, replacement frames must be obtained through USLCI or its authorized dealer network*.

27. FRAME REPAIR: *Only front or rear clips may be replaced with the exact material that it is replacing, and all pick-up points must remain in the Stock locations as delivered new from USLCI. The clips may be purchased through USLCI or 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). The Inspector reserves the right to disallow a repaired car from Competition that is not properly repaired. Once a frame is repaired from its original form, INEX, USLCI and the Inspector assume no liability for any injuries that may occur because of this repair regardless of the approval given to compete with that repaired frame.



28. FUEL CELL: *INEX-approved fuel cells (plastic or metal) must be Stock and must remain in the Stock location*. Metal fuel cells must be bolted through bolt holes in steel can. The red plastic fuel cell with the 5 5/8" diameter cap or larger is not allowed.

Fuel Cap -Check the cap on your fuel cell for tightness before going on the track. The fuel cap should fit snugly into the cell. The car number must appear on fuel cell cap. INEX approved, Aftermarket racing fuel caps are permitted.

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

29. FUEL FILTER: Aftermarket fuel filter may be used. No glass fuel filter will be permitted. The Fuel filter is not permitted in the engine compartment.

30. FUEL LINE: Fuel lines are not permitted to run through the driver's compartment. Steel braided or Kevlar braided fuel line is mandatory. The fuel line may not be attached to or contact electrical wires.

31. FUEL SHUT-OFF VALVE or FUEL REGULATOR: Aftermarket fuel shut-off valves and fuel regulators are permitted and must be marked for the "Off" position.

32. GAUGES: Analog Gauges that record or display the following information only are permitted; cylinder head temperature, RPM, oil pressure and oil temperature. Digital gauges are not permitted except for Stock gear indicators, Longacre and Intercomp lap timers, Lapceivers (By RACEceivers), Fastach Digital Tach (By SenDec, Corp.) and the Koso gauge as delivered by USLCI. Digital gauges not

available through USLCI are not legal for use during any sanctioned event. If a car is found with a gauge that violates this rule during qualifying, heat races, B-main or the main event, the gauge will be confiscated and the car will be disqualified from the event it was used in. If the gauge is found during raceday practice, the gauge will be confiscated. 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.

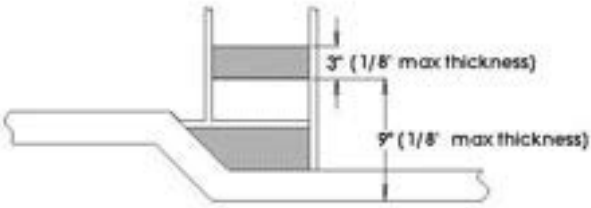
33. GEAR RATIOS: *Only rear end gear ratios from a 2:50 to 4.30 are permitted. The gears must remain within the Stock dimensions, steel thickness, location, and configurations*. “Tumbling”, polishing, sanding, etc. of the ring & pinion gears is not permitted.

34. GENERAL APPEARANCE OF THE CAR: All competitors must present a neat, clean, and Stock appearing car for Competition. Crash damaged cars must be repaired to the minimum technical standards before returning to Competition. An Official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. Track 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.

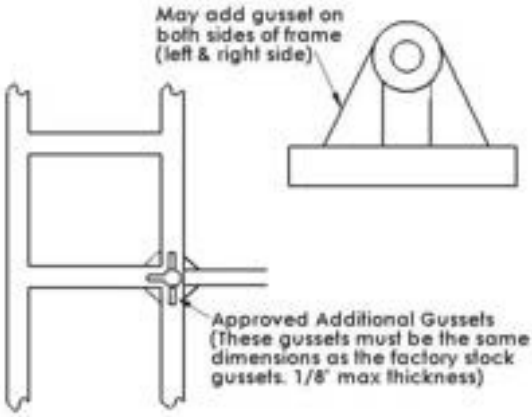
35. GRILL: *The steel grill must remain within the Stock dimensions, height, steel thickness, location, and configurations and may not be reinforced in any way.* The grill used must be the same model of the hood, grill shell & front fenders that are used. Grill brackets (to the frame) must remain Stock. Altering the brackets to raise or lower the grill is not permitted. 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. The radiator can be “taped off”. The grill cannot be “taped off”.

36. GUSSETS: Strengthening gussets may only be added in the locations as described in the Diagrams below. No Stock gussets may be removed.

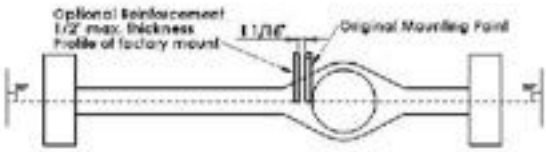
Front Clip Support



Upper Link & Rear Trailing Arm Pickup Points



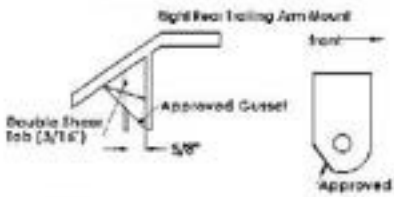
Rear End Housing Upper Link & Rear Trailing Arm Pickup Point

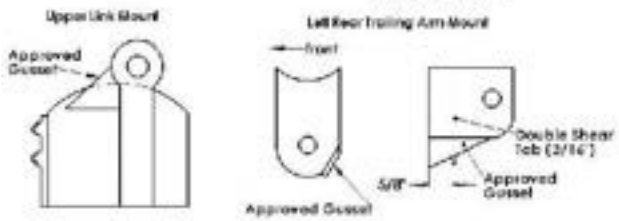


(This reinforcement will secure the opposite side of the rod end of the upper link)

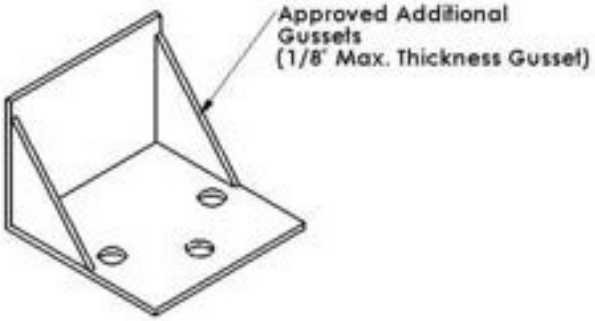
Back View of Housing

Approved Rear Gussets (Max. 3/16" thick)

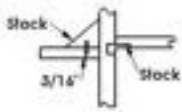




Steering Rack Plate



Upper Link Double Shear Mount (Chassis Side)



37. HEIM JOINT ENDS: *Only magnetic steel Heims of similar dimensions as delivered new by USLCI permitted.*
NOTE: The Stock Heims joints are designed to bend/break and absorb energy under impact. Heims joints may be upgraded, however under impact, the upgraded Heims joints 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).

38. HOOD: Hood louvers are permitted a maximum 3/8" in height. Louvers or holes in the hood may not exceed 54 Square inches. Replacing the Dzus fasteners located on the rear of the hood with hood pins is permitted. Raising the rear of the hood on the rear pins a MAXIMUM of 1"is permitted. While the car is on the track, the hood must be secure and may not move up or down on the pins. Hood louvers may not direct air to the carburetors or air filters. Air ducts may be used, mounted underneath inside the hood. The duct is not permitted to direct airflow onto the carburetors or air filters.

Hood Lengths: The minimum length permitted for 1934 Chevy and Ford hoods is 26” (measured down the middle). The minimum length permitted for 1937 Chevy and Ford hoods is 32” (measured down the middle). When using the FZ09 engine, the air filter may stick through the hood.

39. IGNITION SYSTEM: *The complete ignition/engine control system must be the original OEM parts* for the Yamaha FJ1200/XJR1200/XJR1250/FZ09/MT09. In-line fuses 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.

Electronic throttle (traction) controls are not permitted.

Ignition Control box -*The Stock FJ1200/XJR1200/ XJR1250 ignition control box (black box) or the red ignition box (marked INEX-Approved) are the only boxes permitted to be used with the 1200 + 1250 engine 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. The FZ09/MT09 must use the ignition control box (ECU) designed for use with that engine*.

Coil, Coil Wires and Spark Plug boots -These components must be Stock Yamaha FJ1200/XJR1200/ XJR1250 parts, Taylor coil wires or gray Dynatek coil wires or red Dynatek coils marked with the INEX logo as delivered by USLCI. *The FZ09/MT09 components must remain Stock*. The spark plugs may be replaced with an Aftermarket type with similar thread size. Resistors must remain in spark plug wire ends.

Coil Mount -The Stock coil mount may not be modified and may only be replaced with an INEX-approved coil mount.

Ignition Rotors -*The ignition rotor must be a Stock Yamaha FJ1200/XJR1200/XJR1250 part, or the rotor delivered with the "INEX approved" red ignition control box*. *The FZ09/MT09 rotor must remain Stock*. No Aftermarket electronic ignition advancers are permitted

Ignition Plates -*The ignition plate must be a Stock Yamaha FJ1200/XJR1200/XJR 1250 part or the plate delivered with the "INEX approved" red ignition control box*. It may be slotted to advance the ignition timing of the engine. The ignition pickup cover is not mandatory. *The FZ09/MT09 ignition plate must remain Stock*.

40. JAM NUTS: A minimum of 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.

41. LOWER CONTROL ARMS: *The lower control arms must remain Stock, within the Stock dimensions (12.5" x 16.25"), steel thickness, location, and configurations. Each measurement will have a tolerance of +/-1/8" (0.125").*

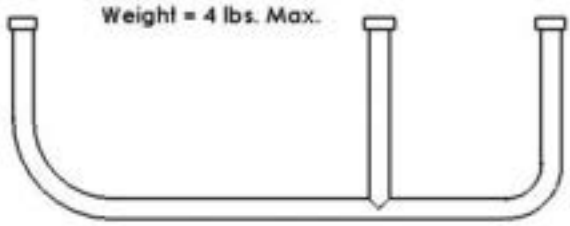
42. MANDATORY SERIES SPONSOR DECALS: Driver's not displaying the proper decals will not be eligible for awards, prizes, etc. including those offered at year-end and may be prevented from competing at certain Events.

43. MIRRORS: Mirrors are prohibited.

44. MUFFLERS: INEX-approved USLCI Stock S & S, or Borla mufflers are MANDATORY for use with the Yamaha 1200 + 1250. *The ProFab muffler is mandatory for use with Yamaha FZ09/MT09*. The Muffler must remain Stock and may not be internally modified (turning tip away from car is permitted). INEX may monitor the decibel levels produced by the mufflers.
* The use of the USLCI "long" exhaust / muffler system is permitted and may be required by some racetracks.

45. NERF BARS: *The nerf bars must remain within the Stock dimensions, steel thickness, location, and configurations and may not be reinforced.* Nerf bars are not permitted to hold ballast. No other nerf bars are permitted.

Legends Right & Left Nerf Bars



46. CAR INDENTIFICATION / NUMBERS: The car must have numbers that are a minimum height of 16” on both sides of the car 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 cars 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.** 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, a car may not be scored.

47. OIL ADDITIVES: Any competitor using any of the following additives in the engine oil will be penalized. The following additives are not permitted for use at Events: hydrazine, toluene, dinitrotoluene, dioxane, propylene oxide, nitropropane or any additional additives determined by Technical Director to be hazardous.

48. OIL CATCH CAN: 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.

49. 1200 / 1250 OIL COOLERS & LINES: Only **“**Air” Oil coolers permitted (no dry ice or other type systems permitted). All oil cooling systems (including

lines) must be mounted in the engine compartment. Oil coolers may not be mounted below the bottom of the front bumper. More than one oil cooler is permitted. Oil cooler fans are permitted. Push-lock oil line fittings are permitted. Aftermarket oil coolers are permitted.

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

1200 / 1250 Overhead Oiling Systems - Aftermarket overhead oiling systems for the camshafts are permitted.

50. OIL CRANKCASE BREATHER: The only locations that the Yamaha 1200 + 1250 crankcase may have a breather are under the carburetors at the Stock outlet or in the oil fill cap. *The FZ09 crankcase breather must remain in its Stock location.* The crankcase 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.

51. 1200 / 1250 OIL FILTER, REMOTE: Remote oil filters are permitted to be used on Yamaha 1200 + 1250 engines 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 where it cannot be easily damaged in the event of an accident. Remote oil filter 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). Remote oil filter is NOT permitted on the Yamaha FZ09 engine.

52. PICK-UP POINTS & SPACERS: Modifications of the frame pick-up points, rear end pick-up points or spindle pick-up points are not permitted.

Spacers: A maximum 3/4" wide spacer may be used on any 1/2" suspension bolts. The space between the pickup points (when spacers are used on these 1/2" suspension bolts) cannot be more than 3/4".

53. RACK & PINION STEERING: *Only the rack & pinion steering box as delivered new by* 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 60). 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).

54. RADIOS & WIRING HARNESS: The only type of communication that is allowed is a Raceceiver (that is controlled by the Race Director).Cell phones or any other source of communication that connects the Driver to any outside source is not permitted. (E.I.R.I.)

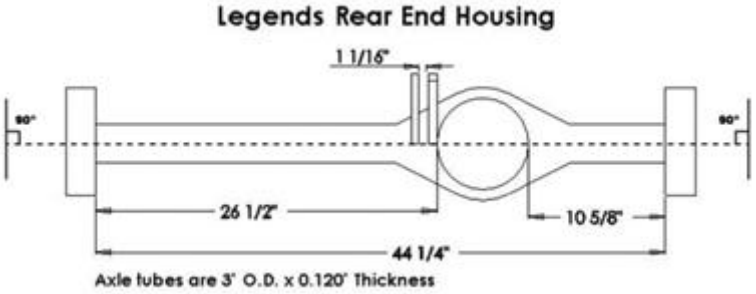
55. RADIUS RODS/PANHARD BAR: *The aluminum Radius Rods and Panhard bar must remain within the Stock dimensions (Radius Rods 6”-6.5”, 11.0” or 12.0” in length / Panhard bar -23.5” in length), thickness, location, and configurations*. Each length measurement will have a tolerance of +/-1/8” (0.125”). The 11.0” and 12.0” rods may be interchanged anywhere on the car if the car still meets all other specifications. Steel radius rods or Panhard bars are not permitted.

56. REAR AXLES: *The long and the short rear axles must remain Stock, within the Stock dimensions, steel thickness, location and configurations and may not be reinforced.*

9.2 lbs minimum

9.2 lbs.

57. REAR END: *Only 10 bolt pattern/wide flange (5/8") Toyota, locked-steel rear ends are permitted. All rear end components, to include the housing and pick-up points must meet the specifications of the Stock components. 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* only). Limited slip differentials, Aftermarket differentials, quick change rear ends, floaters, homemade or otherwise are not permitted. "Tumbling, polishing, sanding, etc. of the ring & pinion or any internal parts of the rear end is not permitted. Coatings / finishes must remain stock (as delivered by US Legend Cars). 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 USLCI. (Competitors can up-grade to the Stock USLCI "Double shear" specifications). Axle bearing flanges are square to the center line of the rear end housing.



58. RIDE HEIGHT: A car must maintain 3 1/2" (minimum) height, between the bottom of the frame rails (not the weld) and the surface.
NOTE: This measurement is to be checked without the Driver in the car, as Raced, without lifting of the car in any manner. The inspection "location or spot" used to check ride height is determined by the Technical Inspector.

59. RUNNING BOARDS: *The running boards must remain within the Stock dimensions, steel thickness, location and configurations and may not be reinforced in any way.*

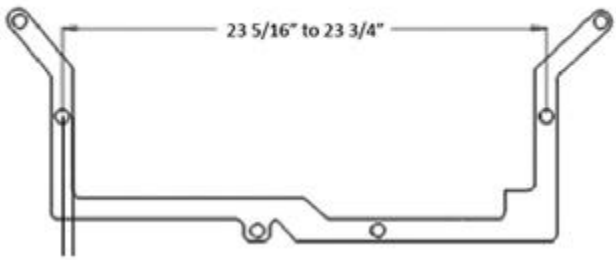
60. SHEET METAL (Rear Deck & Dash): The minimum thickness of the steel sheet metal is .036". The rear deck sheet metal (including the package tray behind the Driver) may not be removed or altered in any way unless a fuel cell access hole is used. The fuel cell access hole must always be covered with a sheet metal plate and secured while the car is on the track.

Dash: The dash is mandatory. If dash is replaced it must weigh a minimum of 0.50 lbs. and cover both dash bars. Plastic or Lexan dash is permitted. A carbon fiber dash is not permitted. If extended switches are needed (for smaller drivers), they will need to be located on the driveshaft tunnel (by the shifter).

61. SHOCKS: *Legend cars must use INEX logo stamped, Legends, Bilstein shocks or INEX approved AFCO Legends shocks (with the AFCO / INEX tamper evident sticker sealing the cap)*. These shocks must be run in sets. Bilstein & AFCO shocks are not permitted to be mixed. Shock numbers must be made visible at the request of the Technical Inspector. 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, "un-compressed"). *Modifying / altering the shock or shock fluid or internal components is not permitted*. Competing with a modified or altered shock(s) will result in suspension of the driver.

Shock Tower

Legends Shock Tower



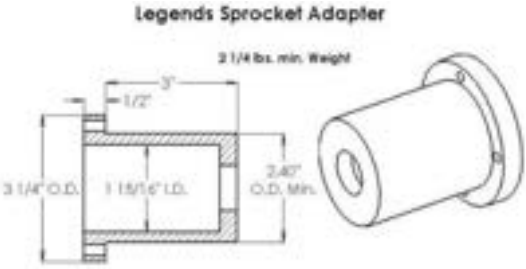
62. SHIFTER AND SHIFT LINKAGE: *Shifter linkage must be Stock*. Maximum height of the shifter handle is 15" as measured from the top of the driveshaft tunnel to the top of the shifter handle. The long shifter can be steel or aluminum.

63. SPINDLES: *The Aluminum spindles (and the spindle pick-up points) must remain Stock, within the Stock dimensions, thickness, location, and configurations*. Repairing a broken or cracked

aluminum spindle is not permitted.

64. SPRINGS: All cars must use 10” or 8” springs. Any spring weight combination and Aftermarket springs of Stock design are permitted (stock sprigs are the same outside diameter from top to bottom). Barrel springs, progressive springs or any springs that are not stock design are not allowed. Only one spring is permitted per shock. Spring rubbers are not permitted.

65. SPROCKET ADAPTERS: *The sprocket adapters must remain Stock, within the Stock dimensions, steel thickness, location, and configurations*. Set screws for the sprocket adapter nut are permitted. Modifying sprocket adapter in any manner is not permitted.
1250 engine = steel adapter (diagram below)
FZ09/MT09 engine = aluminum adapter



66. STEERING COLUMN: The steel steering shaft or steel steering column bracket may be modified for Driver comfort by altering the length of the shaft or by altering the steering column bracket that connects to the dash bracket. Aluminum “bolt on” steering brackets or aluminum Heim joint ends are NOT permitted. Bearings are not permitted to be used in mounting the steering shaft. Stock-style bushings and steel rod-ends must be used. Modifications for weight reduction are 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 ¼” gap between the clamp (collar) and the bushing. Modification of the driver’s compartment roll cage is not permitted.
Steering Shaft -*Tubing used for steering shafts must be Stock and may not be reinforced in any manner.* Upgraded steering shaft joints are acceptable.

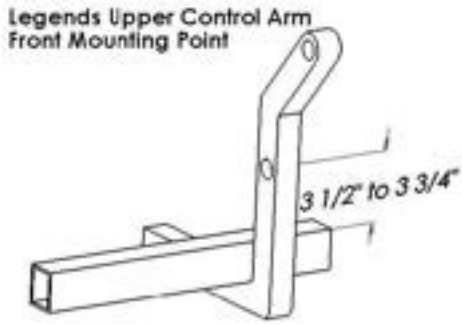
67. STEERING WHEEL: Larger or smaller steel or aluminum steering wheels are permitted. INEX-approved, quick release steering hub is mandatory.

68. TIRES:

DIRT SERIES TIRE RULES – *The tires must be Hoosier, American Racer or Federal* for competition on dirt. Tires may not be soaked, softened, “siped” (razor cuts), grooved, needled or recapped. Tire warmers and any other means of warming tires are prohibited.

69. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control device(s) is permitted installed in the car, whether operational or not. A car with these device(s) will subject the Driver to suspension.

70. 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 and may not be altered in any manner*.



3 1/2" to 3 3/4" (from the top of the frame to the center of the pick-up point holes)

71. WEIGHT
The Legend Car weight minimums are as follows:

FZ09 engine with Hoosier dirt tires = 1250lbs. total / 615lbs. right side.

1200 or 1250 engine with Hoosier dirt tires = 1300lbs. total / 640lbs. right side.

The above weights are measured with the driver in the car, as raced.

The rear weight percentage rule is, no greater than 52% without the driver for all engine / tire combinations.

NOTE: Competitors are not permitted to add fuel, fluids, or intentionally removed components 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 Race Official.

72. WEIGHT REDUCTION MEASURES: Lightening or modifying Stock components by shaving, milling, drilling or any other method is not permitted. *Components must remain the same material unless specified in this rulebook*. Any component on a car that is used (other than what is specified) as a weight saving method is not permitted as determined by the Technical Inspector in their sole judgement. Non-Stock aluminum or titanium components are in violation and will be confiscated. No weight reduction of the chassis or frame is permitted.

73. 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 Hoosier dirt tire and standard wheel must be a minimum of 25.0 lbs. The minimum weight of an Aero or Bassett (INEX stamped and stickered ONLY) wheel and a Hoosier dirt tire must be a minimum of 22.0 lbs. All wheel weights must be secured with duct tape. Bleeder or relief valves are not permitted in the wheels. INEX approved (and marked) bead lock wheels will be allowed to be used on all four corners of the car for dirt racing.

74. WHEELBASE: Cars must compete with 72 3/4" to 73 1/4" wheelbase on either side.

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 wheelbase on the opposite side.

75. TREAD WIDTH: The total overall tread width of the car (front and rear) may not exceed 61 inches maximum. The car must be able to roll freely through a 61 inch wide opening as Raced. Spacers on the wheels, axle, drums, etc. are not permitted.

76. REAR OFFSET: There must be a minimum of 6" between the inside edge of the rear brake drum and the outside rear frame rails (directly below the

centerline of the rear-end housing) on both sides. There must be a minimum of 6 1/2" between the rear brake disc and the outside rear frame rails (directly below the centerline of the rear-end housing) on both sides. Wheel, brake drum or axle spacers are not permitted.

Enforcement and Infraction Penalties of the Ride height, Wheelbase, Tread width and Rear offset Rules 60, 76, 77, 78: After qualifying or after a Race, if a car is found to be in violation of the ride height, wheelbase, tread width or rear offset rules, the Driver may have five (5) minutes to find the reason why the ride height, wheelbase, tread width or rear offset does not meet the rules. It is the Driver responsibility to find the reason (such as a bent part that would directly affect the infraction) before the car leaves the Technical Inspection area. It is not the Technical Inspector's responsibility to find the reason. This process must all be completed within the Technical Inspection Area in the specified time. If no reason (such as damaged parts that would directly affect the infraction) can be found, this will result in a Disqualification.

77. WINDSHIELDS/SCREENS: A car must have either a screen or Lexan windshield in the front window area ("dirt style" rock screens are permitted). A sun visor is also permitted in the front window. Holes are permitted in the Lexan windshield.

ENGINE SPECIFICATION RULES

Legend Car Engines:
The only engines that can be used in Legend Cars are Yamaha's 1200 ,1219,1250, the FZ09 & the MT09.

All components of the FZ09 & MT09 engines must remain Stock, location, and configuration. The FZ09 & MT09 engine must be installed exactly as the engine is installed at USLCI and include all factory Stock parts & pieces as shown in the installation instructions & video.

1250 & 1219 ENGINE SPECIFICATIONS: The only modifications allowed to the XJ 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 USCLI engine shop only.

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

Note these rules are subject to change during the racing season. <u>The Officials' interpretation of these rules is FINAL.</u>

CODE OF CONDUCT & SOCIAL MEDIA POLICY:

Participants are expected to maintain professional and respectful behavior at all events, whether in person or online. This standard of conduct includes, but is not limited to, the following:

- **Unsportsmanlike Conduct:** Engaging in behavior that is detrimental to the sport, either in person or online.
- **Unsafe or Unfair Actions:** Creating conditions or circumstances that are unsafe, unfair, or disruptive to the order of events, which constitutes a violation of rules and regulations and may result in penalties.
- **Threats or Physical Assault:** Making threats or physically assaulting another participant, official or individual, whether in person or online. Physical violence violations may also be referred to local, state, or federal law enforcement authorities for prosecution.

Team and Guardian Responsibility

- Drivers are responsible for the behavior of their crew members or anyone associated with their team.
- For Drivers under the age of 18, the designated parent or guardian assumes responsibility for the conduct of the driver, crew members, and anyone associated with the team.

Guidelines for Social Media Conduct

1. Be Respectful

Avoid posting content that could be considered malicious, obscene, threatening, intimidating, harassing, or disparaging. Examples of unacceptable conduct include:

- Offensive posts intended to harm someone's reputation.
- Content contributing to a hostile environment based on race, gender,

disability, religion, or other protected statuses.

2. Be Honest and Accurate

All posts are considered "on the record" and accessible to media, sponsors, fans, and partners, regardless of privacy settings. Posts may also be subject to discovery in legal matters.

- Avoid spreading rumors, speculation, or unofficial information.
- Only share information after an official announcement has been made through authorized channels.

3. No Retaliation

Retaliatory actions against individuals who report or cooperate in policy investigations are strictly prohibited. Members who engage in retaliation will face disciplinary action, up to and including permanent exclusion from the series.