

TABLE OF CONTENTS

| | |
|-----------|---|
| 3 | Definitions of Terms Used |
| 4 | Mission Statement / Preface to the Rules |
| 5 | INEX Memberships (Member and Associates) |
| 7 | Medical Attention / Injuries |
| 8 | INEX Sanctioned Event Insurance Coverage |
| 9 | Substance Abuse Policy |
| 10 | Advertising and Release |
| 10 | INEX Officials |
| 11 | Technical Inspection Process |
| 13 | Race Procedures & Lineups at INEX-sanctioned Events |
| 13 | Participant Conduct |
| 14 | Penalties for Rule Infractions |
| 16 | Dispute of a decision |
| 16 | Appeals Process (for penalties) |
| 18 | Filing a Complaint |
| 18 | Accounts Receivables |
| 18 | Additional Individual State/Country, Ass'n or Event Spec. Rules |
| 20 | THUNDER CAR RULES |
| 20 | Safety Rules and Equipment |
| 22 | Thunder Car Specification and Engine Rules (Frames, Body, Suspension, Etc.) |
| 36 | Component Protesting for Thunder Car |
| 38 | LEGENDS CARS RULES |
| 38 | Division Structure |
| 39 | Safety Equipment |
| 41 | Legend Cars Specification and Engine Rules (Frames, Body, Suspension Etc.) |
| 62 | Component Protesting for Legends Cars |
| 64 | USLCI DIRT MODIFIED RULES |
| 64 | Safety Equipment |
| 66 | USLCI Dirt Modified Specification and Engine Rules (Frames, Body, Suspension, Etc.) |
| 77 | Component Protesting for USLCI Dirt Modified |
| 79 | BANDOLERO CARS RULES |
| 79 | Division Structure |
| 79 | Safety equipment for drivers |
| 81 | Bandolero Specification Rules |
| 90 | Engine Specification Rules |
| 95 | Component Protesting for Bandoleros |
| 98 | INEX POINTS SYSTEM 2013 |
| 100 | 2013 zMAX LEGENDS NATIONAL TOURING SERIES |
| 101 | 2013 National Races / Qualifier Races |
| 102 | 2013 Legend Cars National / State Asphalt Series |
| 103 | 2013 Legend Cars National / State Dirt Series |
| 104 | 2013 Legend Car and Thunder Car National / State World Road Race Series |
| 105 | 2013 Thunder Car National / State Series |
| 105 | 2013 USLCI Dirt Modified National Series |
| 106 | 2013 Bandolero Cars National / State Series |
| 106 | 2013 Legend and Bandolero Cars International Series |
| 107 | Incident Weather/Cancellation of an INEX Sanctioned Event |
| 108 | End Notes |
| 109 | Appendixes |
| 111 | Gussets Permitted to be added to the Existing Cars |
| 112 | Legends Cars Stock Specifications |
| 116 | Stock Engine Specs of the Yamaha FJ1200/XJR1200 |
| 118 | Bandolero Stock Specifications |
| 120 | Protest Cards |

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DEFINITION OF TERMS USED:

"U.S. Legend Cars International" -sole manufacturer of the Thunder Cars, Legends Cars, US Legends Dirt Modified and Bandolero Cars.

"INEX, Corp." -interprets and enforces the specification rules for all Thunder Roadster, Legends Cars, US Legends Dirt Modified, and Bandolero Car events. INEX works with speedway promoters to set up, tech, promote and administer events.

"Stock" or "Original Equipment Manufacturer/OEM" as delivered "new" from U.S. Legend Cars International or at the current standards of US Legend Cars International

"Aftermarket" -Produced by INEX approved manufacturer other than original equipment manufacturer.

"Disqualification" -Unless otherwise defined will mean the forfeiture of all awards, prizes and points earned for and prior to the infraction during the date(s) of the event.

"Sanctioning" -The authority granted by INEX to organize and conduct a Thunder Car, Legends Cars, US Legends Dirt Modified, and/ or Bandolero Car competition and use the "Thunder Cars", "Legends Cars", "US Legends Dirt Modified", and/or "Bandolero Car" name.

"Competition/Race" - A contest in which an INEX driver takes part and which is of a competitive nature or is given a competitive nature by the publication of results.

"Event" -An entire program of on track, INEX-sanctioned competitions or races, including practice.

"Promoter/Organizer" -The person or body controlling a facility where events are organized, promoted and staged.

"Participant" -A driver, car owner, mechanic, pitman, official or speedway employee bearing assigned pit passes duly and officially issued by the speedway holding an INEX-sanctioned competition.

"Penalty" -Any condition imposed on a participant for violation (failure to act in accordance) with the rules found in this rulebook. The various types of penalties are defined from page 12 through 15.

Every event which uses the name "Legends Cars, US Legends Dirt Modified, Bandolero Cars, Thunder Cars and/or INEX" or any likeness to the name or logo must be formally sanctioned by INEX, Corp. "Unauthorized" use of the name by events or people will be vigorously prosecuted to the fullest extent.

U.S. Legend Cars International and 600 Racing, Inc. when used in the 2013 INEX Rulebook, will be considered the same entity.

Mission Statement of the INEX-Sanctioned Series:

Legends Cars, US Legends Dirt Modified , Bandolero Cars and Thunder Cars are manufactured by U.S. Legend Cars International and internationally sanctioned by INEX to provide a fun and affordable racing opportunity in which anyone (experienced and inexperienced) can compete. This series is an attempt to fight the high costs involved in racing, and the rules are strictly enforced to ensure fair competition and cost control. The technical inspections will be fair and consistent without prejudice toward any drivers.

PREFACE TO THE RULES:

(Please Read Very Carefully)

In consideration of acceptance by INEX of the membership application and payment of membership fees, the signer agrees to abide by all rules and regulations of INEX, as to conduct and mechanical specifications, as now published in this 2013 Official INEX Rulebook, or hereafter modified. INEX reserves the right to alter or amend these rules and/or regulations at any time in the interests of safety, cost control and/or fair competition. **The interpretation of these rules is determined and applied by INEX.**

IT IS THE RESPONSIBILITY OF EACH COMPETITOR TO READ AND UNDERSTAND THE CONTENTS OF THIS

BOOK. If there is a disagreement or dispute regarding the meaning or application of these rules, the interpretation and application of the officials at the track shall prevail. Appeals may be considered by INEX (please refer to page 16 for the procedures of an appeal).

Any rules updates or safety bulletins established by INEX or U.S. Legend Cars International, after January 1, 2013, for the purpose of implementing, interpreting or enforcing these rules will be deemed as part of and will supersede these rules. All personnel or representatives are required to enforce these rules. **The rule updates or safety bulletins will only appear on INEX letterhead, and/or in the official publication of U.S. Legend Cars International called "U.S. Legend Cars International Magazine." and/ or posted at USLegendCars.com the official website of U.S. Legend Cars International and/ or faxed and/or mailed to all U.S. Legend Cars International Dealers and INEX Inspectors.**

The rules and regulations set forth herein are designed to provide orderly conduct for racing events and to establish minimum acceptable standards and requirements for such events. These rules and regulations shall govern the conditions of all INEX-sanctioned events, unless otherwise noted. All entrants and promoters are required to comply with these rules.

No express or implied warranty of safety shall result from publication of, or compliance with these rules and 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 participants, spectators, or others. If a driver should be seriously or

fatally injured, **INEX reserves the right to impound the car for review and evaluation and may exercise this right at any time.**

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which INEX-sanctioned racing is guided. Event tech inspectors are authorized to decide if an equipment change not specifically listed in this rulebook, is an attempt to circumvent these rules. Officials can and will disqualify an entry in violation of the spirit and intent of these rules. Since it is impossible to anticipate every potential circumstance, an INEX tech inspector or track official shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the spirit and intent of these regulations. Decisions are to be based on "common sense", consistency, impartiality and fair play. Continuous developments in racing may necessitate changes that we cannot anticipate at the time the rules are formulated.

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. Any questions about the legality of a change not covered in this rulebook must be answered by INEX in writing and that decision is final. The cars and engines are designed to remain in the original form as they were purchased "NEW" from U.S. Legend Cars International **INEX reserves the right to impound any Legends Car/Thunder Car/US Legends Dirt Modified / Bandolero Car or remove any component on a Legends Car/Thunder Car / Bandolero Car (including the engine) at any time during an event. Illegal components will be Confiscated and become the property of INEX.** All competitors must remain in good standing with INEX, U.S. Legend Cars International and the authorized U.S. Legend Cars International dealer network in order to remain eligible for competition.

The INEX members, associate members and participants fully understand that operation of a Thunder Car, Legends Car, US Legends Dirt Modified, or Bandolero Car exposes them to risks of death, or serious bodily injury. The INEX members, associate members and participants voluntarily assume these risks.

INEX MEMBERSHIPS (Member and Associate):

All competitors must have submitted an INEX application in order to be permitted to compete in any INEX-sanctioned event. In order to receive points for competing, each competitor must have been issued a valid INEX membership card and/or INEX member number. Without a membership card in their possession, that competitor may be denied participation in that INEX-sanctioned event, unless they receive prior approval directly from INEX or when they sign up at the event. If a membership card is lost, please contact INEX immediately

and a replacement card will be issued for a fee of \$10.00. Application forms for an INEX membership may be obtained from INEX headquarters, which is solely responsible for issuing and processing such memberships. Membership application forms must be fully executed, signed by the applicant, and accompanied by the appropriate funds. The mere acceptance of an INEX membership application form in the field or at INEX does not constitute the issuance of or approval by INEX of INEX membership. INEX may deny membership to any applicant for any reason. Applicants will be advised in writing by INEX if their application for INEX membership has been denied.

All memberships are in effect once the application is properly filled out and submitted to an INEX official or track, and are on a calendar year basis beginning January 1 and expiring December 31 of that year unless otherwise noted. All licensed INEX drivers that submit an INEX membership application to the INEX inspector at the track will be awarded points from that date on. INEX encourages all drivers to join before January 1 and reduce the cost of membership by \$30.00. INEX members and associate members are independent contractors and are neither agents, servants, nor employees of INEX. INEX members assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due or payable on funds INEX members may receive as a result of their participation in INEX-sanctioned events. If proof of driving ability is deemed necessary, driving tests may be conducted at the discretion of INEX. The test may deny an applicant from becoming a member until he or she receives proper instruction and experience to race. When deemed necessary, INEX may require a physical examination of the applicant or licensed member. It is the responsibility of every competitor to notify race officials of any medical condition that may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the speedway's race officials or INEX.

Racetracks and/or promoters can prohibit participation by any competitor at their discretion.

Memberships for Ages 17 and under:

If the applicant is under 18 years of age, minor/ parent releases signed (one by the mother and one by the father) must be executed. A birth certificate and prior racing resume must also be filed with the INEX membership application. (Contact INEX for the appropriate releases). These applicants must also have a parent or guardian as an INEX Associate or Competitor Member. Falsifying a birth date and/or age on the INEX application, racing, or practicing a Legends or Bandolero, under the minimum required age may result in penalties to include but not limited to suspension.

Any driver under 18 years of age must receive approval to compete from the speedway's promoter/owner prior to the race, in order to be eligible to race at that track. The speedway promoter/owner's decision is FINAL. INEX has no authority in this matter, or any track matters, regarding driver's age. Any Documentation provided that falsely represents name, age, birth date, or place, could result in immediate and indefinite suspension.

Releases and Indemnity Agreement:

Every competitor, official, worker and participant who is issued a pit pass or other such credentials permitting access to the pits and speedway, must first sign a Release and Indemnity Agreement as provided by the speedway.

It will be considered a serious breach of these rules to enter such restricted areas of the speedway without first signing such Release and Indemnity Agreement, to secure a pit pass or other credential under false pretenses or to transfer such a credential to any other person.

Each participant in competition has the responsibility to assess the safety aspects of facilities, including the racing surface, and assume the risk of competition. A participant's concerns should be brought to the attention of the Promoter or Race Director of that event before the participant competes in any on-track activity.

Membership Infractions:

The penalty for falsification of INEX membership cards, loan of the membership card to another party, participation under a fraudulent use of credentials, including loaning of a license or associate membership card(s) for gaining access to an event or for member discounts, could be cause for suspension of their membership for a minimum of one (1) year. Any Documentation provided that falsely represents name, age, birth date, or place, could result in immediate and indefinite suspension.

MEDICAL ATTENTION/INJURIES:

It shall be the personal responsibility of all participants to refrain from taking part in any INEX-sanctioned event if they have been injured, are under the influence of alcohol or any controlled substance, or are medically unfit in any way.

INEX may deny membership of a person based on past medical conditions that may affect the safety of that person or other participants at an INEX-sanctioned competition.

It is the personal responsibility of all participants to report any injuries suffered at an INEX-sanctioned event BEFORE leaving the property of the speedway where the injury occurred. **THE PARTICIPANT MUST HAVE AN ACCIDENT REPORT FILLED OUT AND GIVEN TO THE PROMOTER AND/OR RACE DIRECTOR BEFORE LEAVING THE PREMISES.**

Failure to do this may nullify all injury claims to the speedway's and INEX's insurance policies. Injured individuals may follow-up on their claims by contacting:

John Haggan.

* When making a claim, the INEX member will apply for coverage through his/her personal insurance, the race track insurance and then through the INEX insurance coverage (in that order). * Participants may obtain accident report forms by request from the Racetrack or INEX headquarters.

INEX-SANCTIONED EVENT INSURANCE COVERAGE:

Minimum Event Limits:

INEX requires that each promoter/organizer of an INEX-sanctioned event obtain proper liability and participant accident insurance in the following minimums:

1) Medical -minimum \$5,000.00 primary or secondary participant accident (PA) medical coverage.

2) Accidental Death & Dismemberment Benefits -minimum \$5,000.00.

3) Participant Legal Liability Coverage -minimum \$1,000,000.00.

4) Spectator Legal Liability Coverage -minimum \$1,000,000.00.

5) Name as additionally insured on the policy

U.S. Legend Cars US International; INEX, Corp.; Speedway Motorsports, Inc.; and all affiliates and officials. Event liability insurance for INEX-sanctioned events automatically must cover all participating drivers, crew members, car owners, authorized U.S. Legend Cars International dealers and sponsors as well as INEX, Corp. and U.S. Legend Cars International. Track insurance policies must be submitted to INEX from the Promoter for approval two weeks prior to the date of the sanctioned event.

Additional Insurance for INEX Members/Associates:

INEX has secured an additional insurance policy covering licensed INEX members and associates only while they are taking part in INEX-sanctioned event(s).

1) Excess Medical -provides up to \$60,000.00 excess individual medical coverage over a participant's personal policy and/or the mandatory minimum track insurance of \$5,000.00. (\$5,000 deductible)

2) Accidental Death & Dismemberment -provides \$25,000.00 accidental death & dismemberment due to a racing related accident occurring during an INEX-sanctioned event only.

3) Disability Policy -\$100.00 per week for a maximum of 26 weeks (Contact INEX for details).

As an INEX member or associate member, he/she agree that he/she and their beneficiaries, executors and assigns will be entitled to the benefits of the Member Accident Insurance Policy procured by INEX for accidental injuries or death which occur as the result of external, violent and visible means, sustained in INEX-sanctioned events. The coverage of the said policy shall constitute the limit of liability of INEX and U.S. Legend Cars International for such injuries occurring to the undersigned in any INEX sanctioned event, provided proper notification of such Occurrence is filed with INEX.

SUBSTANCE ABUSE POLICY:

INEX is concerned about the effects of drug and alcohol abuse upon the health and safety of our members. INEX recognizes that the abuse of drugs and alcohol results in increased accidents and the need for medical treatment as well as adversely affecting family life. People who abuse drugs and alcohol at a racetrack are not only a danger to themselves, but to their fellow competitors. In light of these concerns, INEX intends to maintain a series free of the problems associated with the abuse of drugs and alcohol and will work towards providing the safest possible environment for all participants and spectators.

In the interest of maintaining the integrity of Thunder Cars, Legends Cars and Bandolero Cars racing, INEX has established a Substance Abuse Policy and may from time to time conduct tests for drugs and alcohol that may adversely affect a person during the course of any INEX-sanctioned event. In association with any INEX-sanctioned event, it is INEX's policy that it is strictly forbidden for any participant to be involved with the unlawful use, possession, sale or transfer of drugs or narcotics, and further, that participants shall not possess, consume or be under the influence of alcoholic beverages for an INEX-sanctioned event.

In order to protect the interest of INEX, its membership and the general public, INEX may take reasonable measures to find out if illegal drugs or alcohol are located on or being used or consumed upon racetrack property or before arriving on the racetrack property if reasonable suspicion is present. Factors which may establish suspicion include, but are not limited to, significant changes in personality; dramatic mood swings; abusive behavior; reliable reports from other participants or credible sources; unusual, irrational or erratic behavior; difficulty in motor coordination, poor muscle control, unsteady walking, nervousness or slurred speech; impaired short term memory or logical thinking; or the direct observation of drug or alcohol use or discovery of evidence of drug or alcohol use in the participant's vicinity.

The reasonable measures taken to detect drugs or alcohol may include at the discretion of INEX or the Promoter, but shall not be limited to, the testing for such substances done at the expense of INEX or in certain cases at participant's own expense. Reasonable searches and inspection of a participant's property may be conducted by authorized personnel at the request of INEX or the Promoter while on the racetrack property.

Compliance with the INEX Substance Abuse Policy is an essential precondition to the issuance of a membership. Any violation of the policy or refusal to submit to the testing, searches or inspections as requested by INEX or the Promoter will result in the immediate cancellation of membership and loss of the right to compete in any INEX-sanctioned event for an indefinite period of time. Local,

state or federal authorities may also be notified in the event unlawful drug possession or use is suspected. **All participants (members) are strongly encouraged to seek professional help before abuse of drugs and alcohol at a racetrack is detected and thus before any disciplinary actions are implemented.**

ADVERTISING AND RELEASE:

In consideration of entering into any INEX-sanctioned event, members, associate members and participants agree to permit INEX, Corp. and U.S. Legend Cars International and its assigned, the use of names and pictures of himself/ herself and pictures of their car for publicity, advertising, endorsements, both before, during and after any INEX-sanctioned event, and relinquishes any rights to photos and video taken in connection with INEX-sanctioned events, and consents to the publication or sale of such photos and video by INEX.

INEX OFFICIALS:

Every INEX employee and official is expected to conduct themselves in a positive manner, which will reflect credit on the sport of Legends Cars/Thunder Car/ US Legends Dirt Modified / Bandolero Car Racing and on INEX. INEX may remove an official's appointment or may penalize that official if they fail to conduct themselves properly. INEX members agree to abide by the official's decisions until the decisions are appropriately appealed.

A. Executive Competition Director

B. Executive Technical Director

C. INEX Technical Inspector

The INEX Technical Inspector is responsible for checking cars for eligibility and legality. It is the Technical Inspector's responsibility to interpret and administer the rules as contained in this rulebook consistently, impartially and fairly with all participants.

Once a car is registered to race, the Technical Inspector may order inspection of any car at any time to verify its eligibility and legality. The Technical Inspector will conduct inspections and will report to the Race Director and INEX headquarters about any cars that he/she finds to be ineligible or illegal during the course of an INEX-sanctioned event.

The INEX Technical Inspector's decision is final at the event. Their decisions may only be overruled by the officials at INEX headquarters, if appropriate. If you feel that a closer look is needed you have the right to appeal. If an appeal is filed, all conditions listed under "Appeals Process" elsewhere in this rulebook, must be adhered to. The tech inspectors will also assist in verifying that all drivers are members of INEX.

The INEX Technical Inspector is an independent contractor who is not directly employed by INEX.

D. Race Director (employee of the Promoter, not INEX): The Race Director is the person at an INEX-sanctioned event who is directly responsible for the conduct of the event. The Race Director is responsible for executing the program of competition and other activities

by directing the drivers and their cars, officials and their assistants, and other participants. The Race Director is also responsible for settling protests and disputes related to "on-track" activity and procedures, supervising the event and determining whether conditions are safe to continue the event (altering the schedule for reasons of safety or forces beyond their control) or postponing the competition. The Race Director must settle all disputes as a result of local track race procedure rules at the track.

TECHNICAL INSPECTION PROCESS:

Upon entering a Legends, Bandolero, US Legends Dirt Modified, or Thunder Car event, any car, or component, may be checked for sound legality at any time by an INEX official or representative. Upon entering a Legends Car/Thunder Car/ US Legends Dirt Modified /Bandolero Car for an INEX-sanctioned event, the driver (and possibly the owner) is responsible for the legality of their car and components and will suffer all penalties resulting with the car violating these rules. **Refusal to submit a car or component for inspection or measurement upon the request of an INEX Technical Inspector during an INEX-sanctioned event will result in an immediate disqualification and possible suspension by INEX.**

No equipment or racecar will be considered as having been approved by reason of having passed through inspection "unobserved." **Regardless of a Legends Car, Bandolero Car, US Legends Dirt Modified, or Thunder Car passing prior inspections, compliance with all rules contained in the rulebook or succeeding rules bulletins must be made at each inspection. No expressed or implied warranty of safety shall result from the technical inspection or approval.**

INTERPRETATION AND APPLICATION OF ALL RULES CONTAINED WITHIN THIS RULEBOOK.

The INEX rules are designed to insure that all INEX sanctioned events are conducted in a manner that is as fair and consistent as possible for all competitors. On occasion, circumstances will arise that are unforeseen and/or extraordinary. At these times, strict application of the INEX rulebook may not achieve this goal. When this happens, INEX Officials may make a determination, regarding the conduct of an event, the eligibility of a competitor, or car (or components of a car) and whether they are consistent with the INEX rules. In order to achieve this goal, particular rules, entry forms, bulletins, etc. may contain the term "EIRI" (meaning except in rare instances) to indicate the likelihood that such a determination may be made by the INEX Officials. However, INEX Officials may make such determination even if "EIRI" is not in a particular rule, entry form, bulletin, etc... Such determinations made by INEX Officials are reviewable by INEX (headquarters) through the listed process outlined in the "appeals" section of this rulebook.

ENFORCEMENT OF SPECIFICATION RULES:

All INEX-approved weighing, measuring and testing devices used by the INEX Technical Inspectors are the standards, which will determine compliance with the rules and regulations. **A competitor's equipment, gauge or instrument, unless approved and used by the INEX inspector, will have no bearing on the enforcement of these rules.**

Ineligible Parts found after a race

If an INEX Official determines, after a race, that a car (or Parts) does not meet the specifications as listed in the INEX rules but the deficiency is so insubstantial as to not have affected the outcome of the event, the INEX official, in his/her discretion, may determine that the racecar (or parts) were eligible for that event but will notify the competitor in writing (through INEX) to correct the deficiency for future events. That car (or parts) will be prohibited from future events if the deficiency is not corrected by the date set by INEX.

New Enforcement Procedures, Equipment or

Methods: Due to the rapidly changing technology of Motorsports, INEX will continue to develop new procedures, equipment and methods to enforce the rules contained within this rulebook or succeeding rules bulletins. These procedures, equipment and methods will be based on common sense, consistency, impartiality and fair play. These procedures, equipment and methods may be introduced at any time without prior notice to the participants.

Miscellaneous about tech inspections:

1. Only the driver (and the car owner if the driver is under 18 years of age) with their car is permitted in the designated tech area. All other drivers, car owners, crew members, etc. are not permitted in this area at any time **unless approved by the INEX tech inspector.** Any driver or crew member, without their car, found in the tech area without prior approval from the INEX technical inspector may be the cause to disqualify their car or cars that person is affiliated with.

2. With time permitting, the tech area should be open to all competitors that want to have something checked before the races begin. **THIS IS STRICTLY VOLUNTARY.**

Approval at this stage does not mean that you are legal for the rest of the event. The number of cars checked in pre-race, after qualifying, heat races, and main events will be decided by the tech inspector.

Tech inspectors are not required to check the same items on every car in the tech area during technical inspections.

*Failure to report to tech when required will result in an immediate disqualification from that race except in rare instances. Bypassing tech will be determined by the tech inspector at the track.

3. Upon request by the INEX Technical Inspector, it is the responsibility of the driver and one crew member to

prepare a car for inspection.

4. Penalties for not passing tech will be at the discretion of the INEX Technical Inspector unless otherwise designated within this rulebook or succeeding rules bulletins. They will notify the driver/car owner, Race Director and the Executive Technical Director of all decisions.

5. Cars damaged or altered after they have been approved at a pre-race inspection may be subject to re-inspection and approval. Upon re-inspection, the INEX Technical Inspector shall have the final authority to make the final decision on the eligibility of an accident-damaged vehicle.

RACE PROCEDURES AND LINEUP RULES AT INEX-SANCTIONED EVENTS:

All across the United States, Canada, Mexico and Europe, the race procedures, lineup procedures and flags vary from state to state or from speedway to speedway. With this in mind, it is nearly impossible for INEX to make any decisions concerning "on-track" incidents except for incidents involving "unsportsmanlike conduct." All INEX-sanctioned events have been and shall remain to be governed by the on-track race procedural rules of the individual speedway where the Legends Cars/ Thunder Car/ US Legends Dirt Modified and/or Bandolero Cars are participating.

The Promoter is the person who owns or runs the facility at which the INEX-sanctioned event is held. The Promoter shall appoint the Race Director and at their sole discretion shall determine, administer and perform all racing, flagging and lineup procedures except for the bumper rule which reads: **"If a bumper comes off the car or has any part of it touching the ground, or it is in a dangerous position, that car may be black flagged by the track officials and removed from the race."**

If a driver should have any questions about the particular procedures at a certain track (such as starts, restarts, flags, lineups, rough driving, etc.), that driver should ask questions at the driver's meeting or direct their questions to the Race Director. All "on-track" or race procedural disputes, protests or concerns should also be directed to the Race Director for the final decision to be settled at the track.

At some speedways, those participants with excessively long or high trailers may not be permitted in the "normal" pit area. Please understand the Promoter's concern and abide by their request.

PARTICIPANT CONDUCT:

INEX members, associate members and participants at INEX-sanctioned events are expected, at all times, to conduct themselves in a professional and non-disruptive manner.

Any member, associate member, or participant(s), who within the boundaries of the race track facility, in the sole and absolute judgment of INEX:

- Physically assaults another participant, official or other person,

- engages in unsportsmanlike conduct or conduct detrimental to the sport of Thunder Car, Legends Cars, US Legends Dirt Modified or Bandolero Cars racing
- or otherwise creates a condition or circumstance which is unsafe, unfair or out of order, shall have violated the rules and regulations of INEX and may be penalized by the INEX Competition Director accordingly.

Drivers (or their designated parent or guardian if the driver is under 18 years of age) are responsible for the conduct of their crew or anyone else associated with their team. A driver may suffer the penalties for the conduct of their crew or associates.

For those who violate these rules and regulations INEX may take action ranging from probation to expulsion. Physical violence may be prosecuted through local, state or federal enforcement authorities.

"2-2-2" Policy -Should a driver or crew member be deemed by INEX to have committed an unsportsmanlike act (either on or off the track) that is detrimental to the sport of Legends Cars/Thunder Car/Bandolero Car racing, the minimum penalty in which they will receive is "two (2) week suspension, two (2) month probation and a \$200.00 fine." Conduct penalties will be issued by the race track or INEX Executive Competition Director only.

PENALTIES FOR RULE INFRACTIONS:

Any driver, participant or official who violates the rules found within this rulebook or succeeding rules bulletins, attempts to bribe anyone connected with an INEX event, or is party to a fraud or other act prejudicial to INEX and the good reputation of the Legends Cars, Thunder Car, US Legends Dirt Modified, or Bandolero Car Series may be penalized accordingly to the nature of the offense by the Race Director (employee of the speedway), INEX Technical Inspector, and/or INEX directly.

All penalties and disqualifications for technical rules infractions will be given out by the tech inspector per the direction of INEX.

INEX shall have the right to publish notice that it has imposed a penalty and the reasons therefore, and the person or body referred to in such notice shall have no right to act against INEX or the person publishing the notice. The final determination of penalties will be the decision of INEX.

Types of penalties that may be imposed for infractions:

1) Probation -The participant is warned and if another similar infraction occurs during the period of probation, INEX or racetrack promoter may impose a harsher penalty onto that person.

2) Race Penalty -A penalty such as loss of position (placed at the rear of the field) during or after a race depending on the infraction, issued solely by the race track personnel.

3) Total or Partial Loss of Race Points -Total or partial loss of track, state and/or national points earned during an INEX-sanctioned event may be imposed by

INEX.

4) Disqualification -The Race Director or INEX Technical Inspector may disqualify a competitor from a race, in which case his rights towards any awards in the competition (such as points, money, positions, contingency awards, etc.) are forfeited, and the officials will advance the next competitors in that race accordingly.

5) Confiscation of Illegal or Unauthorized Components (to include but not be limited to, car, chassis, engine, equipment, etc.) – INEX has the right to confiscate any illegal, unauthorized, altered, or non-conforming component(s) and/or race equipment used on a Legends Car, Thunder Car, US Legends Dirt Modified, or Bandolero Car without obligation for payment or reimbursement. The use of illegal or unauthorized components on a will result in the confiscation, by an INEX inspector, of the said components. These components will then become the property of INEX and will not be returned. Failure to surrender the illegal parts to the INEX inspector may lead to a penalty ranging from probation to expulsion for the car owner, car and driver. This penalty may remain or increase depending on the circumstances until the said illegal component is turned into INEX headquarters. Additional penalties may be administered at that time.

6) Fine -A fine may be imposed by INEX only. It must be paid within the time period specified or the participant's privileges are automatically suspended until the fine is paid. All fines must be remitted to INEX headquarters unless a separate fine is issued directly by the Promoter, which is then due to the Promoter according to their guidelines.

7) Suspension -Only INEX or a Promoter (at their speedway only) may suspend a participant's privileges to take part in competition for a definite or indefinite period of time. Any participant under local, state, national or international suspension, or otherwise disciplined under these rules of competition, may be reinstated by action of, and in the sole discretion of INEX. Promoter suspensions may not be reinstated by INEX.

8) Total or Partial Loss of Accrued Points -Total or partial loss of accrued track, state and/or national points earned by a competitor during the season may be imposed by INEX.

9) Expulsion Only INEX or the Promoter (at their speedway) may expel a member for serious or repeated offenses.

*INEX, the Race Director, Promoter or the INEX Technical Inspector shall impose penalties #1 through #5. Only INEX (home office) shall impose penalties #6 through #9 at its own discretion or at the request of the Race Director, Promoter or INEX Technical Inspector. All parties concerned shall be bound by the decision given, subject only to appeal as hereafter provided.

DISPUTE OF A DECISION:

Any dispute, controversy or claim involving members, associate members and participants, whether or not relating to this rulebook or alleged breach of the same, shall be settled in accordance with the existing and/ or amended rules and regulations of INEX, and they agree to accept the decisions rendered by such process. **The Promoter or race director is solely responsible for settling all disputes developing as a result of local track race procedure rules at the track.**

All INEX members, associate members and participants expressly agree that determinations by INEX or track officials as to the applicability and interpretation of these rules are non-litigable, and they agree that they will not initiate or maintain litigation of any kind against INEX or anyone acting on behalf of INEX, to reverse, modify or obtain relief from such determination for no purpose other than an act of bad faith with intent to harm the member or license holder. If a member or participant initiates or maintains litigation in violation of this covenant, that person agrees to reimburse INEX for the costs of such litigation, including all reasonable attorneys' fees. That member, associate member or participant will also be indefinitely suspended from competition during the entire time of such litigation.

APPEALS PROCESS (FOR PENALTIES):

Only an INEX member or associate member may file an appeal against a technical (specification) penalty or a conduct penalty (issued by INEX) issued against them. Penalties involving "on track" race procedures or judgment calls will not be considered for appeal by INEX. Penalties may be appealed by posting \$250 with the Executive Competition Director of INEX. \$1,000 will need to be posted to appeal shock, engine seal, tire soaking, 1200 engine, and traction control penalties. The Executive Competition Director of INEX must be notified within 72 hours of a competitor's intent to appeal.

Appeals must be made in writing clearly stating the specific basis of the appeal, signed by the appellant, accompanied by the appeal fee, and delivered to the Executive Competition Director of INEX within 96 hours of the notification of the penalty. Appeal must be hand delivered to the Executive Competition Director or sent to the following address via express /registered mail to evidence the delivery:

INEX Corporation
ATTN: Executive Competition Director
5245 HWY NC 49 South
Harrisburg, NC 28075

If the above provisions are not followed, the appeal may be disallowed.

The INEX member or associate member, directly affected by the penalty, must give notice of their "intention" to appeal to the race director or

promoter as well as the INEX inspector within fifteen (15) minutes of the issuance of the penalty in order to withhold the payment of any purse or points. The formal appeal must be filed with the Executive Competition Director within 96 hours after a penalty has been issued. If no appeal has been received at the address detailed above within 96 hours, the purse and points will be issued. The member may or may not be allowed to compete until the appeal is heard but all points will be held pending the outcome of the appeal.

The Executive Competition Director shall decide on behalf of INEX whether or not an appeal should be considered and/or heard based on the facts of the case, and his decision will be final. The Executive Competition Director will then notify the appealing driver within 14 days of his decision to proceed or not with the appeal.

The Executive Competition Director will decide on the appeal himself OR appoint an appeals committee. The appeals committee will consist of at least three (3) representatives appointed by the Executive Competition Director of INEX. The appeals committee shall meet and render a decision on the appeal as promptly as possible. At the time of the hearing, all relevant facts will be heard, persons involved will receive a reasonable opportunity to be heard, and other relevant information will be presented.

The hearing shall be limited solely to the specific reason(s) stated in the appeal. The appeals committee or the Executive Competition Director shall not be required to employ technical or formal rules of evidence or procedure. They shall determine the most effective procedures for developing the relevant facts and arriving at a conclusion. INEX Members and/or Associate Members may appear in person, by telephone, or by video-conference in hearings before the Appeals Committee. INEX Members and/or Associate Members may not appear through a representative or legal counsel or have a representative or legal counsel present during any part of the appeal process. The Appeals Committee may summon any INEX Member or Associate Member to testify during the appeals process. Any person failing to comply with requests by the Appeals Committee or the Executive Competition Director will be subject to disciplinary action as determined by the Executive Competition Director of INEX. The appeals committee will render a decision based on the majority of the committee members concurring to modify the penalty or not modify the penalty. A previously imposed penalty may be waived, decreased, remain the same or increased. If the appeals committee fails to agree on an action to be taken on the appeal, the appeal shall be referred to the Executive Competition Director of INEX for a final decision. Written documentation of the decision will be distributed to the appellant and all parties involved in the appeal. The \$250 or \$1,000 for shock, engine seal, tire soaking, 1200 engine and traction control appeal fee may be returned, less any costs involved in the appeal, if the penalty is waived or the

Executive Competition Director of INEX decides to return it.

INEX shall have the right to publish notice of the decision and to use the names of the parties involved. The person or body referred to in such notice shall have no right to act against INEX or the person publishing the notice.

Once a decision has been determined by the appeals committee or the Executive Competition Director of INEX; that decision is then FINAL and not litigable.

INEX may penalize the author of an appeal deemed to be malicious, spiteful, or who otherwise acts in bad faith.

FILING A COMPLAINT: _____

If an INEX member or associate member should have any concerns about a speedway, a promoter, certain race procedures, tech officials, etc., please feel free to contact INEX either by phone or in writing (preferred).

ACCOUNTS RECEIVABLES: _____

For all current U.S. Legend Cars International dealers who have a problem with INEX members or car owners who do not pay their bills in a timely manner, INEX may suspend them and their car(s) indefinitely from all INEX-sanctioned events until their bill is paid in full. These participants will be notified in writing that they are suspended from all INEX-sanctioned events. A list will be compiled and sent out to all INEX officials periodically of those participants who are currently suspended. When the bill is paid in full, that suspended participant will be permitted to compete. They must have a letter from INEX permitting them to compete if they are traveling out of their home region until a revised suspension list is sent to all related officials. Personal checks written to INEX, U.S. Legend Cars International or the U.S. Legend Cars International dealer network with insufficient funds will result in immediate suspension throughout the entire series until the debt is cleared.

ADDITIONAL INDIVIDUAL STATE/ COUNTRY, TRACK, ASS'N or EVENT SPEC RULES:

Individual states, countries, associations, tracks, and/ or special races, may have specific rules, in place, for their events. Changes and /or additions may be necessary to your car and/or safety equipment. You should check with the track you are planning on attending prior to competition.

NEW JERSEY STATE REQUIREMENTS:

The following modifications to a Legends Car are required to race in New Jersey:

- 1.) Steel plates welded onto existing passenger side door.
- 2.) Nomex boot attached to seatback covering the existing safety harness hole.
- 3.) Fuel shut off switch must be located on the top shelf behind driver's right shoulder on flat sheet metal. Switch must be clearly marked with red tape, ON/OFF.
- 4.) Plastic battery box.
- 5.) Pad on steering wheel.

- 6.) Remove threaded rods on existing fuel cell bars and replace with 5/16" bolts through fuel cell bar. Bushings must be installed in holes drilled for new bolts passing through fuel cell bars.
- 7.) Add to the door strike plates with 3/16" thick, 1-1/2" x 1-1/2" angle iron that is 5" in length. Weld the angle iron on each door strike plate so that the angle iron prevents the door from closing in towards the driver.

SCCA (Sports Car Club of America)

REQUIREMENTS:

SCCA may require the following modifications to a Legends Car to participate in an SCCA-sanctioned Regional Racing event:

- 1.) Cars shall have two (2) red brake lights per GCR Sect. 12.19 within minimum fifteen (15) watt bulbs.
- 2.) Engine breather shall be equipped with oil catch tank per GCR Sect. 12.25. The oil catch tank capacity shall be one (1) U.S. Quart.
- 3.) All cars shall be equipped with a master switch (per GCR Sect. 12.26) easily accessible from outside the car. It should be located in the rear window just behind the "B" post on the right.
- 4.) All cars are required an on-board fire system per GCR Sect. 12.22.1.
- 5.) All cars shall be equipped with a five (5) gallon metal fuel cell as currently delivered by U.S. Legend Cars International
- 6.) All suspension heim joints shall be captured with a flat washer.
- 7.) Arm restraints or window nets are required.
- 8.) A current INEX Rulebook is required to be in possession of each entrant.
- 9.) All cars must be homologated and fee to be paid through SCCA. For more information about the Sports Car Club of America, contact them at (303) 694-7223.

RAC (UNITED KINGDOM) REQUIREMENTS:

The following modifications to a Legends Car are required to race a RAC-sanctioned race in the United Kingdom:

- 1.) A rearward facing red warning light as specified in Q5 (for bad weather) must be positioned at the rear, below the line of the back window and above the trunk compartment lid.
- 2.) An external electrical cutout switch must be positioned behind the drivers shoulder and clearly marked.
- 3.) The standard racing harness must be fixed to points in accordance with UK/Mod. 96-2. Contact Legends Racing Europe for specifications of these points.
- 4.) The front bulkhead and rear compartment containing the fuel cell must be completely isolated from the driver's compartment.
- 5.) A double layer racing suit is the minimum acceptable.
- 6.) A fire extinguisher (minimum 2.5kg BCF recommended) must be fitted and securely fixed within the driver's compartment.
- 7.) Protective padding must be applied and securely fixed to those parts of the roll cage with which the driver's body or helmet come into contact.

8.) Towing points at the front and the rear must be fixed to the front and rear frame rails, in accordance with UK/Mod. 96-3 (contact Legends Racing Europe for specifications) and they must be indicated by yellow paint (or a clearly visible contrasting color) and the word "Tow."

9.) Netting is recommended in the rear side windows of sedan models and in the door windows of coupe models, or, alternatively, in sedan and coupe models, a seat fitted with approved side head restraints.

10.) Exhaust System as specified by Legends Racing Europe.

11.) Reverse Gear as specified by Legends Racing Europe.

OVAL RACING IN THE UNITED KINGDOM:

The rules for oval racing in the United Kingdom are the same as the United States standards except for the required use of the modified exhaust system (#10 above).

THUNDER CAR RULES

Safety Rules

No express or implied warranty of safety shall result from publication of, or compliance with these rules and 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 participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

- 1. AGE REQUIREMENTS:** The minimum age for competition in the Thunder Car division will be sixteen (16). Positive proof of age will be required prior to issuance of a Thunder Car License. (EIRI)
- 2. ARM RESTRAINTS:** Arm restraints are required for all drivers in Thunder Car competition.
- 3. FIRE EXTINGUISHERS:** An on-board fire extinguisher is highly recommended for your safety. All fire systems must be operational.
- 4. FIRE SUITS:** All drivers must wear an INEX-approved fire retardant suit of Nomex or equivalent material any time they are on the track. A double layer or more is highly recommended. **Suit must be labeled flame retardant (made of flame retardant materials or have S.F.I. patch, indicating flame retardant).** Damaged suits may be disallowed by the inspector.
- 5. FIRE RETARDANT GLOVES:** Fire retardant gloves are mandatory. Gloves must have "SFI" tag or wording included on the care label stating that they are flame retardant.
- 6. HELMET:** INEX requires that all drivers must wear a full face racing type helmet of current standards of 2005 Snell SA rating or later any time he/she is on the track for

slow laps, practice or racing conditions. Snell "M" rated helmets will not be allowed. Drivers without a helmet meeting the above minimum Snell standards will not be permitted on the racetrack in a Thunder Car. A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation. Helmets are subject to inspection at each event by the technical inspector or other official. A full-face helmet with shield is mandatory.

7. RACING SHOES: Drivers must wear automotive racing shoes.

8. ROLL BAR PADDING: Roll bar padding (SFI-45.1) on all exposed bars within one foot of the driver's helmet is MANDATORY.

9. SAFETY HARNESS: All cars must have an INEX-approved, automotive racing, five or six point racing harness that is equipped with a quick release buckle. Be sure to regularly check your safety belts for damage such as fraying, tearing, etc. If this should occur, the safety belts should be replaced immediately. The INEX representative at the track may require that the belts be replaced if they are damaged. INEX endorses (not requires) the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The safety belts are similar to a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your safety harness is totally secured and you have pulled the straps as tight as possible anytime you drive the car.

10. SEATS: Only INEX-approved factory-manufactured metal seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted.

Mounting of the Seat in a Thunder Roadster Car:

The seat may be moved within the driver's compartment without moving or changing existing bars in the frame or roll cage. The top of the driver's helmet, when seated in the car, must be a minimum of 2" below the top of the roll cage. The seat may be mounted directly to the floorpan. When mounting the seat forward, use a flat piece of steel or aluminum behind the seat (don't just use bolts in tubing). The use of wood as supports or mounting brackets is not permitted. Hardware used to mount seat must be a minimum of grade 5 bolts. The presiding tech inspector shall have final approval of the mounting of the seat.

11. FACTORY MANUFACTURED AUTOMOTIVE RACING HEAD AND NECK RESTRAINT SYSTEMS ARE MANDATORY

12. OTHER SUGGESTED SAFETY EQUIPMENT:

These items are not required, but they are all highly recommended. (Some of these items may be required by an individual track or promoter).

Flame retardant underwear and socks

Head sock (balaclava)

Steering wheel pad and roll cage padding.

THUNDER CAR SPECIFICATION RULES

Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends or sound legality at any time by an INEX official or representative. Upon entering a Thunder Car for INEX-sanctioned competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the Thunder Car violating these rules. Refusal to submit a car, engine or parts for inspection or measurement upon the request of an INEX tech inspector will result in an immediate disqualification and may lead to **a suspension or other penalties issued by INEX for car owner, car and driver.**

No equipment or race car will be considered as having been approved by reason of having passed through inspection "unobserved." **Regardless of a Thunder Car passing prior inspections, compliance with all rules must be made at each post-race inspection. No expressed or implied warrant of safety shall result from the technical inspection or approval.**

Enforcement of Specification Rules: All INEX-approved weighing, measuring and testing devices used by the INEX tech officials are the standards that will determine compliance with the rules and regulations. A competitor's equipment, gauge or instrument, unless approved and used by the INEX inspector, will have no bearing on the enforcement of these rules. Cars must start in the tech area to perform inspections that require the car to start.

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. Any questions about the legality of a change/modification/addition not covered in this rulebook must be answered by INEX in writing and presented to the tech inspector upon request. If you have a request for a change/modification/addition, please contact INEX before making the change/modification/addition.

1. AERODYNAMICS: Non Stock Spoilers, air dams or other non-stock aerodynamic devices are not permitted.

2. 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.

3. BALL JOINTS: The upper and lower ball joints must remain stock, within the stock dimensions, steel thickness,

location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced in any way. One or two (1/4" minimum 7/16" maximum) 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.

4. BALLAST: All lead must be clearly visible with white or neon paint/tape and marked with the car number. Only Lead may be used for ballast. Ballast may not be added by any other method, including steel shot or any other material in the bumpers, nerf bars or any other component.

Mounting ballast -Ballast may be installed inside or outside the frame rails. When mounted inside the frame rail, a bolt, minimum size 3/8" in diameter, must be at each end of any 1 1/2" x 2 1/2" frame rail containing lead. If mounted outside the 1 1/2" x 2 1/2" frame rail, the lead must be secured with two 3/8" bolts through the lead and the frame rail. The lead may be placed anywhere front to back inside or outside on the 1 1/2" x 2 1/2" frame rail but must be secured in place. Some suggestions for holding the lead inside the frame rail are lengths of wood, plastic tubing, conduit etc. The lead ballast must not be able to shift front to rear. Ballast may not extend beyond 2 1/2" from the side of the frame.

5. BATTERY: Only a lead acid, or gel cell battery of the same dimensions as stock (7 1/8 x 8 x 6 1/2) and 25 lb. min. weight 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. A battery box, terminal coverings or rubber padding around rear end is also highly recommended. A battery shut-off switch is optional.

6. BOLTS AND FASTENERS: Only steel magnetic bolts equivalent to stock or upgraded steel fasteners and bolts may be used on the Thunder Roadster. Fasteners may be drilled for safety wire, however intentional weight saving modifications are not permitted. Aluminum and titanium bolts are illegal. INEX must be able to identify the grade of bolt.

7. 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 currently delivered by U.S. Legend Cars International (Brake lines may not be plugged or pinched off). The right or left side brake pedal may be removed. All four brakes must work with the exception of dirt track racing, when the right front, only, can be disconnected. Cooling ducts for the brakes may be used. Four (4) maximum holes, in front of body, behind the front bumper, for ducts, each may be no larger than 30 square inches.

Brake Rotors -Only steel rotors (not drilled or reduced in diameter) are permitted on the front or rear. The minimum permitted thickness of the front brake rotor is

8mm (5/16) wide; the rear rotor minimum thickness is 1/4".

Brake & Clutch Lines -Rubber, hard-line or steel-braided brake and clutch lines are permitted.

Brake Master Cylinder -The brake master cylinder must remain stock, within the stock dimensions, location and configurations as currently 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.

Brake Proportion valves -Only one brake valve, residual valve, pressure valve will be allowed; one unit per complete brake system.

8. 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. BUMPERS: The front bumper must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced in any way. Bumper tabs must be bolted to the frame horn with a minimum of one bolt. **Attachment of the bumper** - 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.

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 have the authority to disqualify a driver after a race if the repaired bumper violates this rule.

Mandatory Race Procedure Concerning bumpers

If a bumper comes completely off the car or has any part of it touching the ground, or is in a dangerous position, that car may be black flagged by the track officials and removed from the race. The INEX technical inspector does not have the authority to disqualify a driver after the race for a violation of this race procedure.

10. CARBON FIBER: Carbon fiber is not allowed to be used on any Thundercar.

11. CARBURETORS: The carburetors and all components of the carburetor must remain stock as currently delivered by U.S. Legend Cars International. Only carburetor jets, needles, slide springs and butterfly screws (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) may be replaced and all stock adjusters may be used. No other modifications to 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.

12. CAR NUMBERS: The Thunder Cars are very hard to score, please make sure your car numbers can be seen. The car must have numbers that are a minimum height of 14" on both sides of the tail section, and in middle of the nosepiece. A mandatory 12" X 10" number board, white with black numbers must be attached to the roll cage, rear of the driver in plain view of the scorers. It is also recommended to have your number on the rear of the engine hood facing slightly right. If two drivers show up at a track with the same number, the driver with the lowest INEX membership number has priority (unless otherwise directed by the Race Director).

13. CHROME PLATING/POLISHING: External parts such as bumpers, nerf bars, suspension components and valve/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 as currently delivered 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.

15. 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.

16. COOLING, ENGINE: An extra fan, internal duct work, remote oil filter, header wrap, and/or oil coolers are permitted inside the engine compartment. These components must be as delivered by U.S. Legend Cars International. Directing air to the carburetors or air filters is not allowed.

17. DRIVE SHAFT: The drive shaft, flanges, and u-joints must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International. Lightening the drive shaft in any way is illegal. The drive shaft must be painted white or light gray.

DRIVE SHAFT retainers -An INEX-approved drive shaft retainer strap is permitted. Retainers for the drive shaft

must be approved in writing by INEX.

18. FIBERGLASS COMPONENTS: All fiberglass components must remain within the stock dimensions, thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced or intentionally lightened in any way. Original holes in body cannot be covered. The lower part of the nosepiece front opening can be removed not to exceed the stock opening (14" – Thunder Car & 14 ½" – GP Roadster). No material can be removed from the top of the front opening. Material may not be removed from the rear bodywork. Holes for airflow are only permitted in the front of the nose (see rule #7) and the front & back of the side pods. The front and back of both side pods may be cut out (there must be 1" of edge left to support the side pod). Stock wing as delivered by US Legend Cars International must be used on Thunder Car body.

Mounting of Components –All fiberglass body components must be firmly attached to every Thunder Car competing in any race. It is recommended that all dzus fasteners fit tight and are taped over to prevent loosening. Any Thunder 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.

19. FIREWALL: A metal firewall is mandatory. The firewall must remain sealed as delivered from U.S. Legend Cars International. Using a "thicker than stock" metal firewall separating the driver's compartment and the engine compartment is OK.

20. FRAME: Absolutely no modifications of the frame (including the 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 of approval from INEX.

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

Serial number plates -All cars & frames running as Thunder Cars must be produced by U.S. Legend Cars International. All cars must carry the serial number assigned to that frame and the serial number can be found on the number plate on the driver's compartment interior. 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. **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.

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. **Frame Repairing** -Only front clips (forward of the A-arm mounts) and rear clips (behind the main rail of the sub frame) 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 currently 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 above -Replacing a Frame). **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.

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

21. 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.

22. HEIM ENDS: Only magnetic steel heims as currently delivered by U.S. Legend Cars International or magnetic steel heims of very similar dimensions are permitted on a Thunder 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. Aluminum heims are not permitted.

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

24. LOWER CONTROL ARMS: The lower control arms must remain stock, within the stock dimensions, steel thickness, location, and configurations as currently delivered by U.S. Legend Cars International and may not be altered in any way. (Right side include 12 1/2" X 16 1/4" or 12 1/2" X 17", Left side include 11 1/2" X 16 1/4" or 11 1/2" X 17")

25. MANDATORY SERIES SPONSOR DECALS and PATCHES: INEX and the Thunder Car decals must be prominently displayed in the INEX-approved locations at all INEX-sanctioned events. The INEX patch and mandatory sponsor patches must be displayed on the right side chest area of the driver's suit.

26. MIRRORS: Cars may use a mirror mounted within the driver's compartment or small mirrors may be installed onto the "A" post. The type of mirror(s) shall be the choice of each individual driver. The interior mirror may not exceed 42 sq. inches in surface area. Mirrors may not be permitted at certain tracks.

27. NERF BARS: The nerf bars must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced in any way. No other types of nerf bars are permitted.

28. 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" diameter bolts.

29. RACK & PINION STEERING: Only the rack & pinion steering box as currently delivered and stamped 600 Racing or Mid State Machine is permitted. A Stiletto-brand or unmarked rack & pinion steering box is not permitted.

30. RADIOS ARE PERMITTED: Two-way radios will be permitted (and may be required at certain tracks) in Thunder Car competition.

31. RADIUS RODS/PANHARD BAR: The radius rods and panhard bar must remain within the stock dimensions, thickness, location, and configurations of the stock component, as currently delivered by U.S. Legend Cars International. (7.5", 10", 11", 12", 13", 22.5") Each length measurement will have a tolerance of +/-1/8" (0.125"). Steel panhard bar is MANDATORY.

32. REAR AXLES: The long and the short rear axles must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced in any way. If one-piece axles are used, they must be stamped INEX and be as 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.

33. 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 spool, as currently delivered through 600 Racing, Inc. only). No limited slip differentials, aftermarket differentials, quick change rear ends, floaters, homemade or otherwise are permitted. Only OEM bearings are permitted. No hemispheric 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. A "double-shear" rear-end housing is available through U.S. Legend Cars International. (Competitors are allowed to upgrade to the stock U.S. Legend Cars International "double-shear" specifications).

34. RIDE HEIGHT: Frame clearance must be a minimum of 3". This measurement is to be checked without the driver in the car.

35. SHEET METAL: The minimum thickness of sheet metal is .036". The stock sheet metal may not be removed or altered in any way.

36. SHOCKS: All Thunder Cars must use (INEX logo stamped) Bilstein shocks as currently delivered by U.S. Legend Cars International for use on a Thundercar. Changing or altering the shock or fluid or pressure inside is illegal. Altering or tampering with the shocks or competing with the same, will result in a penalty from probation to an indefinite suspension. Shocks may be turned upside down. Shock bumpers are permitted (maximum 1/4" tall).

37. SPINDLES: Aluminum spindles (and pickup points) must remain stock, within the stock dimensions, thickness, location and configurations as currently delivered by U.S. Legend Cars International. **Repairing a broken or cracked aluminum spindle is not allowed.** Steel spindles are not allowed for use on Thunder Cars.

38. SPRINGS: All Thunder Cars must use 10" or 8" springs. Any spring weight combination and aftermarket springs of stock design, no barrel springs or progressive springs are acceptable. Only one spring is permitted per shock. Spring rubbers are not permitted.

39. SPROCKET ADAPTERS: The sprocket adapters must remain stock, within the stock dimensions, steel thickness, location and configurations of the original, as currently delivered by U.S. Legend Cars International. Setscrews for the sprocket adapter nut are permitted. Lightening the sprocket adapter for weight savings in any way is illegal.

40. 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. Intentional lightening for weight saving measures is not permitted. Modification of the driver's compartment roll-cage is not permitted.

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

Steering Shafts -The steering shafts must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced in any way. Upgraded steering shaft joints are acceptable.

41. STEERING WHEELS: Larger or smaller steel or aluminum steering wheels are permitted. Factory racing quick release steering hubs are mandatory.

42. TIRES: The tire must be a Hoosier 26.5/8.0-15 Roadster Edition. Tires may not be soaked, softened, siped (razor cuts), needled, grooved or recapped.

Hardness -If any tire is softer than 42 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.

"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 or inside the tires. **Any tires with signs of these products on or in them will be impounded for further testing. If Lab testing provides evidence of the above listed substances, that competitor will be subject to suspension.** Drilled or damaged tires may not be patched or repaired in any way! Violation of this rule may result in a suspension to be determined by INEX.

43. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will face penalties from probation to an indefinite suspension.

44. UPPER CONTROL ARMS: The upper control arms must remain stock, within the stock dimensions, steel thickness, location, and configurations as currently delivered by U.S. Legend Cars International and may not be altered in any way.

45. WIDTH: No wheel or axle spacers are permitted.

46. WEIGHT: No car shall weigh less than 1500 pounds with the driver. The weight percentage from left to right with driver will be no more to the left than 52.0%. Competitors will not be permitted to add fuel to meet the minimum weight. It is the responsibility of each team to ensure that their car meets the weight requirements on the scales used by the INEX official.

Weight Saving Measures -Lightening "stock" components by shaving, milling, drilling or any other method is illegal. Any item on a Thunder 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. Carbon fiber is not allowed.

47. WHEELS: Wheels must be stock as delivered by U. S Legend Cars International. The minimum weight of a wheel & tire combination must be at least **33 pounds** without additional steel, lead, or wheel weights. All wheel weights must be covered with duct tape. Bleeder or relief valves are not permitted in the wheels. No wheel spacers allowed.

48. WINDSHIELDS/SCREENS: Cars may have either a screen or lexan windshield, in the front window area (not to extend beyond the left side 'A' post, higher than the top bar of the roll cage or beyond 12" from the 'A' post on the right side).

ENGINE SPECIFICATION RULES

The engine must remain a factory-stock Yamaha 1250 (sealed by U.S. Legend Cars International) as currently delivered through U.S. Legend Cars International. The sealed 1219 engine and the 1200 unsealed engines are not allowed for use in Thunder Cars. Only those changes as described in this section of the rulebook are permitted.

***The XJ1250 are sealed engines. Tampering, removing, altering the engine seals will result in an immediate disqualification, engine confiscation, loss of top 5 races from National Points at season end, and a period of 12 months of probation. Additionally the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. Competing with an engine that does not internally conform to the USLCI Engine Shop specifications will result in an immediate disqualification, engine confiscation, loss of top 5 races from National Points at season end, and a period of 12 months of probation. Additionally the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. **INEX recommends that when purchasing an engine or car from a source other than US Legend Cars International, that the engine be inspected by the Engine Shop at US Legend Cars International headquarters, located in Harrisburg, N.C. prior to competition.** All repairs requiring removing the seals(s) must be addressed by the U.S. Legend Cars International Engine Shop.

The only modifications allowed to the factory sealed 1250 engine are:

- A. Changing the 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 only if installed by an INEX authorized sealed engine shop.

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. Any questions about the legality of a change/modification/addition not covered in this rulebook must be answered by INEX in writing and presented to the tech inspector upon request. If you have a request for a change/modification/addition, please contact INEX before making the change/modification/ addition.

1. WATER-COOLED ENGINES: Water-cooled engines must retain all components in their original configuration in their original position as delivered by U.S. Legend Cars International and as described in the official installation instructions provided by U.S. Legend Cars International. Non-stock replacement water pumps, radiators, or cooling fans are not permitted.

2. ALTERNATORS: Modification to the charging system is not permitted. The alternator must be charging at all times. No switches disconnecting the alternator are permitted. The car must continue to run at an idle with battery disconnected.

3. CLUTCH: The clutch (plates and springs) may be replaced with any aftermarket type of the same design. Aluminum clutch plates are not allowed. A billet clutch basket will be allowed. The billet basket, primary drive gear, shims and springs must weigh a minimum of 5.5 lbs.

4. CRANKING COMPRESSION: Changing the cranking compression by altering the cam gear or cam gear bolts is not allowed.

5. ENGINE COATINGS: Only coatings as delivered stock from the factory are permitted. Intentional removal of any coatings is not permitted. Repainting the outside of an engine, and using an unpainted engine is also permitted.

6. ENGINE LOCATION & MOUNTS: The engine and upper or lower engine mounts must remain within the stock dimensions, steel thickness (no aluminum mounts), location and configurations as currently delivered by U.S. Legend Cars International. Rubber mounts will be permitted as long as the engine remains in the stock location.

7. ENGINE SERIAL NUMBERS: All engine casings must have a serial number. Any engine casing without a serial number will be considered illegal and not be permitted to be used in any INEX-sanctioned events.

8. EXHAUST SYSTEM: The header, gaskets and muffler must remain within the stock dimensions, steel thickness, location and configurations of the original, as currently delivered by U.S. Legend Cars International. The internal components of the header may not be altered. Header wrapping (tape) is acceptable. Ceramic coatings are not permitted.

9. 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. 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, in the same quantity, that are found in pump gasoline.

INEX reserves the right to require all cars use the same brand and designated grades of gasoline in a given event.

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

The specific elements which will be searched for include: propylene oxide, alcohols (all types), aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylydine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH). **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 minimum 30 day suspension, \$100.00 fine, and cost of fuel test(s). Suspensions will be determined by INEX based on the chemical composition of the additive in question.

10. "LEGAL" FUEL ADDITIVES: Lubrication or knock suppression additives are permitted provided the resulting mixture meets the specific gravity, lab analysis requirements, etc. described in rule #9 "Fuel."

11. FUEL CELL: Must be an INEX-approved steel fuel cell. Must be stock as currently delivered by U.S. Legend Cars International and must remain in the stock location. Foam is mandatory in all fuel cells as delivered by U.S. Legend Cars International. **Fuel Cap** -Make absolutely sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly into the cell. Car number on the cap is required. **Fuel Cooling Devices** -Fuel cooling devices of any kind are not permitted on the car at any time.

12. FUEL LINES: Fuel lines may not be located in or run through the driver's compartment. Steel braided fuel lines are MANDATORY. Fuel lines may not be attached to the electrical wires.

13. FUEL FILTER: Aftermarket fuel filters may be used. No glass fuel filters will be permitted. No fuel filters are allowed in the engine compartment.

14. FUEL SHUT-OFF VALVE or FUEL REGULATOR: Aftermarket fuel shut-off valves and fuel regulators are permitted.

15. 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 RACEceiver), and Fastach Digital Tach (by SenDec Corp.) as delivered by U.S. Legend Cars International. Gauges that record or display wheel spin, shock travel, exhaust temperature, g forces, or throttle action are not allowed at any time. No other information may be recorded by onboard gauges. Onboard telemetry systems are not permitted. Direct reading oil temperature and oil pressure gauges must use steel braided lines, not plastic or rubber.

16. IGNITION SYSTEM: The complete ignition/engine control system must be the original OEM parts for the Yamaha XJ 1300. The electrical harness may be replaced only with the electrical harness connector kit as delivered through U.S. Legend Cars International. Electronic throttle (traction) controls are not permitted. In-line fuses are only 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 wire ends or unused connectors allowed within reach of the driver.

Ignition Control box -The stock ignition control box (**Yamaha XJ** black box as delivered by U.S. Legend Cars International) is the only box permitted to be used and may not be altered in any way. The ignition control box must be mounted as currently delivered by U.S. Legend Cars International. Only one black box is permitted on a car (multiple boxes are illegal).

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

Coils, Coil Wires and Spark Plug boots -These components must be stock Yamaha XJ1300 parts as currently 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 wires.

Coil Mount -The "stock" coil mount may be replaced with

an INEX-approved coil mount.

Ignition Rotors -The ignition rotor must be a stock Yamaha XJ 1300 part as currently delivered by U.S. Legend Cars International. No aftermarket electronic ignition advancers are permitted.

Ignition Plates -The ignition plate must be a stock Yamaha XJ 1300 part as currently delivered by U.S. Legend Cars International. The ignition pickup cover is not mandatory.

17. MUFFLERS: Stock mufflers are mandatory and may not be altered in any way.

18. 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 driver's compartment. Multiple oil coolers are permitted. Oil cooler fans are permitted. Push-lock fittings are permitted. Oil coolers may not be mounted below the minimum ride height (3 1/2"). Oil coolers must remain stock as delivered by U.S. Legend Cars International, competitors may upgrade the front small oil cooler to the larger cooler as delivered by U.S. Legend Cars International.

Oil Cooler Scoops -Oil cooler air scoops (with a max. wall thickness of 1/8" sheet metal) may not extend below the minimum ride height (3 1/2") or attach to the stock front bumper.

19. REMOTE OIL FILTERS: Remote oil filters must be mounted in the engine compartment only. 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 minimum ride height (3 1/2"). Inline "screen type" filters may be used in place of the remote "spin on" type oil filter.

20. OIL CATCH CANS: Oil catch cans (maximum 1 quart capacity each) can be used. It must be securely fastened and remain within the engine compartment. It may only be plumbed in by hose from the stock crankcase breather opening and/or the oil fill cap. A return line may be run to the stock return fitting on the oil pan.

21. OIL CRANKCASE BEATHER: The only location that the crankcase may have a breather is under the carburetors at the stock outlet and/or in the oil filler 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.

22. OIL PUMP: The stock oil pump may not be modified in any way. Relief valves may be shimmed.

23. 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, nitromethane, or nitropropane, or any additives determined by INEX to be hazardous.

24. VALVES: Only stock valve lifter and adjuster shims may be used.

SPECIFIC COMPONENT PROTESTING ON THUNDER CARS

The purpose of the protest is to provide a "safety valve" to help keep the series competitive and to keep the cost of racing affordable. Only current INEX members or associate members may protest a component. (That person must show membership card to submit a protest.) Any specific component of a competitor's car may be protested by any driver finishing on the lead lap of that feature after the race for **the amount designated** in terms of cash or certified check. The only items that may be protested on the Yamaha 1250 engine will be the seals & the items specifically listed in the rulebook as allowed changes / modifications / or additions to the Yamaha 1250 engine. Filming of or close up photos of tech is not permitted.

Note: "On track" race calls cannot be protested to INEX.

TIME OF THE PROTEST: The protester's membership card, protest card and full payment (in cash or certified check no personal checks) must be presented to the INEX tech inspector no later than fifteen (15) minutes from the arrival of the winning car into tech. Time is determined by the head tech official. Once a protest is made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Tech inspectors will not accept verbal protests or protests which are not accompanied by the required protest fee, protest card and protester's membership card.

CHECKING THE PROTEST: The protested component will be removed from the car or made available for inspection by the protested team's crew and taken for inspection by the INEX tech inspector. The following people will be permitted (but not required) to be present at the protest site: protested driver and crew (the crew shall leave once the part is removed), protester, INEX tech officials and a speedway management representative. If a decision at the track cannot be made, then the component will be sent to INEX for a final decision on legality. During a protest, it is the driver's duty to prove his legality, not the tech officials or protester's duty to prove the violation.

WHEN THE PROTEST FINDS A LEGAL COMPONENT: After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested (less reasonable inspection fees and shipping charges determined by INEX).

WHEN THE PROTEST FINDS AN ILLEGAL

COMPONENT: After inspection, if the protested component is found illegal, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of INEX. The illegal parts will also be confiscated by INEX. The protest money will be returned to the team filing the protest. The driver who was found illegal will be responsible to pay for inspection fees and shipping charges in the form of a fine.

REFUSAL OF A PROTEST: If the driver of the protested car does not allow inspection under these terms, he will be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by INEX. The car will also be suspended from competition. An INEX official may decline to accept a protest deemed to be malicious or spiteful, at the discretion of that official.

* INEX may penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.

A driver may only be protested by one other competitor at each event. No driver may file a protest more than 3 times during the calendar year.

Protest Fee Schedule for Thunder Cars:

Protestor must verify with the INEX inspector that the proper tools are available to check protested items.

Choice of one (1) of the following items to be protested:

- \$50.00 Air Filters (Velocity Stacks and size of filter)
- \$75.00 Alternator (working & wired properly)
- \$100.00 Fuel (Laboratory Test)
- \$100.00 Exhaust System (check header and muffler)
- \$100.00 Total Weight
- \$100.00 Rear Axles (Check both long & short axles)
- \$150.00 Rear End Gears (Locked)
- \$100.00 Shocks (each shock)
- \$100.00 Spindle (Left & Right)
- \$100.00 Driveshaft (stock)
- \$100.00 Wheel Offset (Check all four wheels)
- \$100.00 Wheel Weight with Tire (Check all four wheels)
- \$100.00 Front Bumper or Rear Bumper (meets all specs)
- \$200.00 Carburetors
- \$50.00 Durometer Test of Tires

\$2000.00 Engine Inspection (Carburetors, Alternator, and Starter will be INCLUDED). NOT included; ignition electrical components, ignition box, coils, header, oil cooler, remote filter, sprocket adaptor, clutch slave cylinder, and air ducts.

*TBD -Reasonable fee to be determined by the INEX official for other specific items.

LEGEND CARS RULES

DIVISION STRUCTURE:

The minimum age for Legends competition is fourteen (14) (EIRI). Twelve and Thirteen year-olds may be required to complete 12 months of documented, INEX Sanctioned, Bandolero racing, with a minimum of twenty five (25). Twelve and Thirteen year-olds with prior racing experience must petition, in writing, the Executive Competition Director of INEX for approval to race a Legends Car. Please provide a resume with a cover letter and at least three racing references. Drivers competing before they have met these requirements may be subject to penalties.

Legends Cars:

1) PRO (Expert Class): Designed for experienced drivers. Driver must have competed in some other form of professional motorsports or have competed in the "Semi-Pro," "Masters," or "Young Lions" division in the Legends Cars Series in order to race in this division. This is the pinnacle class of Legends Cars racing and will be treated as such. **Approval to compete in this class will be the decision of the INEX Competition Director.**

2) MASTERS: The Masters division will feature drivers 40 years old and over as of January 1, 2013. If a driver turns 40 during the 2013 calendar year, That driver will have the option to move up to masters on his/her birthday. This move is not automatic and a written request is required from the racer to INEX. National & State points will not transfer from semi-pro or pro to masters.

"Golden Masters" drivers are those over 50 and will be included as Masters. The top Golden Master driver will receive an additional award at certain events. Also, INEX will recognize a Golden Master champion at the end of the season for Asphalt, Road course, and Dirt Points.

3) SEMI-PRO: Drivers 16 years old and older as of January 1, 2013: Designed for drivers who are starting out in Legends racing only. No prior experience is necessary but beginners may be required to compete in consolation, B Mains, and/ or start in the rear of the field. The decision to put a driver to the rear will be at the discretion of the race director.

4) YOUNG LIONS: Drivers 14 - 15 years old as of January 1, 2013. 12 and 13 year old drivers may be included in this class at the Executive Competition Director's discretion. If a driver turns 16 during the 2013 calendar year, that driver will have the option to move up to Semi-Pro on his/her birthday, This move is not automatic and a written request is required from the racer to INEX. INEX State and National points will not transfer from Young Lions to Semi-Pro, and that driver cannot

move back to Young Lions. All drivers under 16 years of age must receive **approval** to compete from the speedway's promoter/owner prior to the race in order to be eligible to race at that track. The speedway promoter or owner's decision is FINAL. INEX has no authority in this matter.

1. Any points accumulated during the season will not be transferred if a driver changes divisions during the season.

2. Any driver desiring to change divisions must first receive approval from INEX in writing.

Drivers wishing to move down in status must show proof that they are not properly classified.

INEX reserves the right to place any driver into a different division (up or down) at its own discretion at any time. A driver cannot change division at the track the same day of a race and cannot change points and/or classification prior to official division change by INEX headquarters.

3. Running separated divisions in separate races will be at the Promoter's discretion depending on the car count at that speedway and the time schedule. A driver may only compete in one division if the event offers separate divisions (Pro, Masters, Semi-Pro) or any combination thereof.

SAFETY EQUIPMENT

No express or implied warranty of safety shall result from publication of, or compliance with these rules and 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 participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

1. HELMET: INEX requires that all drivers must wear a FULL FACE racing type helmet of current standards of 2005 Snell "SA" rating or later any time he/she is on the track for slow laps, practice or racing conditions. Snell "M" rated helmets will not be allowed. Drivers without a helmet meeting the above minimum Snell standards will not be permitted on the racetrack in a Legends Car. A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation. Helmets are subject to inspection at each event by the technical inspector or other official. Helmet Shields are required.

Helmets with Radio Harnesses -Many INEX drivers compete in other racing series' that permit the use of radios. If a driver should use that helmet to compete in an INEX-sanctioned event, he/she must duct tape the connector end to the back of their helmet. This is the only way in which this helmet will be permitted without actually

removing the entire radio harness from the helmet. Radio wiring harnesses are not allowed in any Legends Car. Raceceivers will be used only at tracks that mandate them and must be tuned to the designated track frequency.

2. FIRE RETARDANT GLOVES: Fire retardant gloves are mandatory. Gloves must have "SFI" tag or wording included on care label stating that they are flame retardant.

3. FIRE SUITS: All drivers must wear a fire retardant suit of Nomex or equivalent material any time they are on the track. A double layer or more is highly recommended. Fire suits must be labeled flame retardant (made of flame retardant materials or have a S.F.I. patch indicating fire retardant). Damaged suits may be disallowed by the inspector.

4. SAFETY HARNESS: All cars must have an INEX-approved type of five or six point racing harness that is equipped with a quick release buckle. Be sure to regularly check your safety belts for damage such as fraying, tearing, etc. If this should occur, the safety belts should be replaced immediately. An INEX inspector may require replacement of the belts if they are damaged. INEX endorses (not requires) the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The safety belts are similar to a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your safety harness is totally secured and that you have pulled the straps as tight as possible anytime you drive the car.

5. RACING SHOES: Drivers must wear automotive racing shoes.

6. ROLL BAR PADDING: Roll bar padding (SFI-45.1) on all exposed bars within one foot of driver's helmet is MANDATORY.

7. FIRE EXTINGUISHERS: An on-board fire extinguisher is highly recommended for your safety. All fire systems must be operational.

8. SEATS: Only INEX-approved factory-manufactured metal seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted.

Mounting of the Seat in a Legends Car -The seat may be moved within the driver's 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 driver's compartment roll cage. The seat may be mounted directly to the floorpan. When mounting the seat forward, use a flat piece of steel or aluminum behind the seat (not bolts in tubing). The use of wood as supports or

mounting brackets is not permitted. The presiding tech inspector shall have final approval of the mounting of the seat. Carriage bolts are not allowed for seat mounting. Hardware used to mount seat must be a minimum of grade 5 bolts.

9. FACTORY MANUFACTURED AUTOMOTIVE RACING HEAD AND NECK RESTRAINT SYSTEMS ARE MANDATORY FOR DRIVERS 15 YEARS OF AGE AND YOUNGER AND RECOMMENDED FOR ALL DRIVERS.

Mandatory for all competitors in 2014

10. OTHER SUGGESTED SAFETY EQUIPMENT: These items are not required, but they are all highly recommended. (An individual track or promoter may require some of these items).

- 1) Flame retardant underwear and socks.
- 2) Head sock (balaclava)
- 3) Steering wheel pad and knee pads.
- 4) Arm restraints and helmet supports on the seat.
- 5) Interior door pads and tunnel pad.

LEGENDS CAR SPECIFICATION RULES

Upon entering a Legends Car for competition any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends or sound legality at any time by an INEX official or representative. Upon entering a Legends Car for INEX-sanctioned competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the Legends Car violating these rules. **Refusal to submit a car, engine or parts for inspection or measurement upon the request of an INEX tech inspector will result in an immediate disqualification and may lead to a suspension or any other penalty issued by INEX for car owner, car and driver.**

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. Any questions about the legality of a change/modification/addition not covered in this rulebook must be answered by INEX in writing and presented to the tech inspector upon request. If you have a request for a change/ modification/addition, please contact INEX.

No equipment or racecar will be considered as having been approved by reason of having passed through inspection "unobserved." Regardless of a Legends 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.

Enforcement of Specification Rules: All INEX-approved weighing, measuring and testing devices used by the INEX tech officials are the standards, which will determine compliance with the rules and regulations. A competitor's equipment, gauge or instrument, unless approved and used by the INEX inspector will have no bearing on the enforcement of these rules. Car must start in tech area to perform inspections that require the car to start.

FRAMES, BODY, SUSPENSION, etc.:

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

2. 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.

3. ALTERNATORS: Modification to the charging system is not permitted. The alternator 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.

4. BALL JOINTS: The upper and lower ball joints must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered 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.

5. 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. **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 subframe at the kick ups (see diagram). 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.

6. BATTERY: Only a lead acid or gel cell battery (25lbs. min.) may be used. The approximate dimensions are 7 1/8" X 8 X 6 1/2". 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.

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

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 as currently delivered by U.S. Legend Cars International. 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.

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.**

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.

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.

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.

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

9. 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.

10. BUMPERS: Front Bumper -The front bumper must remain within the stock dimensions, steel thickness, location and configurations as currently delivered 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 currently delivered 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.

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.**

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.

Mandatory race Procedure concerning Bumpers

If a bumper comes completely off the car or has any part of it touching the ground, or is in a dangerous position, that car may be black flagged by the track officials and removed from the race. The INEX technical 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 is not permitted to be used on any Legends Car.

12. CARBURETORS: The carburetors and components of the carburetors must remain as stock Yamaha FJ1200/XJ1200/XJR1250 (sealed) as currently delivered by U.S. Legend Cars International. Only carburetor jets, needles, slide springs and butterfly screws (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.) may be replaced and 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.

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 as delivered 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.

15. 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.

16. 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 as long as it is a maximum of 1/8" thick and the left side percentage of weight remains less than 52%.

17. 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 currently delivered by U.S. Legend Cars International. Lightening the driveshaft in any way is illegal. 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 are permitted. Requests for additional retainers for the driveshaft must be sent to and approved in writing by INEX.

18. 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.

19. 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.

20. 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.

21. ENGINE LOCATION & MOUNTS: Left and right side engine mounts must remain within the stock dimensions, steel thickness (no aluminum mounts), location and configurations as currently delivered 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.**

22. EXHAUST SYSTEM: The header, muffler and gasket must remain within the stock dimensions, steel thickness, location and configurations of the original, as currently delivered by U.S. Legend Cars International. 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 coatings are not permitted.

23. 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.

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 (Page 49, Rule #38).

24. 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 for engine clearance (air breathers, header, etc.) this trimming must be done 16" above the frame rail on the front clip along the contour of the fender, and may only be trimmed in 3" from the edge. The inside of the fenders near the grille, the edge of the fenders near the body shell, 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 ten (10) 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.

25. FIBERGLASS COMPONENTS: All fiberglass components must remain within the stock dimensions, thickness, location and configurations as currently delivered 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. **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 Legends 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.

26. FIREWALL: A metal firewall is mandatory. Firewall must be installed as currently delivered by U.S. Legend Cars International. Using a "thicker than stock" metal firewall separating the driver's compartment from the engine compartment is OK.

27. 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 Legends 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 Legends 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.

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

Serial number plates -All cars & frames running as Legends 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.

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.

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.

28. 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.

29. 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 currently 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 #27 above -Frame Replacement).

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.

30. 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.**

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

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.

The specific elements which will be searched for include: propylene oxide, alcohols (all types), aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes,

ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylidine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists.

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 minimum 30 day suspension and, \$100.00 fine, and cost of fuel test(s). Suspensions will be determined by INEX based on the chemical composition of the additive in question.

31. "LEGAL" FUEL ADDITIVES: Lubrication or knock suppression additives are permitted, provided the resulting mixture meets the specific gravity, lab analysis requirements, etc. described in rule #29 "Fuel."

32. 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. 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.**

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.**

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

33. FUEL FILTER: Aftermarket fuel filters may be used. No glass fuel filters will be permitted. **Fuel filters are not permitted in the engine compartment.**

34. FUEL LINES: Fuel lines may not be located in or run through the driver's compartment of the frame. Steel braided fuel lines are mandatory. Fuel lines may not be attached to or come in contact with the electrical wires.

35. FUEL SHUT-OFF VALVE or FUEL REGULATOR: Aftermarket fuel shut-off valves and fuel regulators are permitted.

36. 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), and Fastach Digital Tach (By SenDec, Corp.) 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.

37. 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 currently delivered by U.S. Legend Cars International.

38. 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.

39. GRILL: The steel grill must remain within the stock dimensions, height, steel thickness, location and configurations as currently delivered 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.

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

41. HEIM ENDS: Only magnetic steel heims as currently delivered by U.S. Legend Cars International or of very similar dimensions are permitted on a Legends 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.

42. 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 and may not be shortened.

43. 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.

Ignition Control box -The stock FJ1200/XJR1200/XJR1250 ignition control box (black box) or the red ignition box (marked INEX-Approved and delivered by Legend Cars International) are the only boxes permitted 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.

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.

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.

Coil Mount -The "stock" coil mount may not be modified in any way and may only be replaced with an INEX-approved coil mount.

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.

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.

44. 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.

45. 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 currently delivered 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").

46. MANDATORY SERIES SPONSOR DECALS and PATCHES: INEX and the Legends Cars decals must be prominently displayed in the INEX-approved locations at all INEX-sanctioned events. The INEX patch and mandatory sponsor patches must be displayed prominently on the right side chest area of the driver's suit. Driver's not displaying the proper decals and uniform patches will not be eligible for certain awards, prizes, etc. including those offered at year-end and may be prevented from competing at certain events.

47. 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.

48. 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).

49. NERF BARS: The nerf bars must remain within the stock dimensions, steel thickness, location and configurations as currently delivered 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.

50. 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.

Divisional Decals - (MANDATORY) Each car must have a divisional decal ("P" for Pro, "M" for Masters or "S" for Semi-Pro, "Y" for Young Lions) on the left front fender.

51. 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.

52. 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.

53. 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 bumper. Aftermarket oil coolers are permitted.

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.

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

54. 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.

55. 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.

56. 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.

57. RACK & PINION STEERING: Only the rack & pinion steering box as currently delivered 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 96). 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).

58. RADIOS PROHIBITED: No drivers or crew members are permitted to use one-way or two-way radios on race

day, including practice sessions. Radio wiring harnesses are not permitted in a Legends Car during INEX sanctioned competition. Radio ear plugs are not permitted. Raceceivers (U.S. Legend Cars International Part No. 975000X069) will be used only at tracks that mandate them. (EIRI)

59. RADIUS RODS/PANHARD BAR: The radius rods and panhard bar must remain within the stock dimensions (radius rods -6.5", 11.0" or 12.0" in length / panhard bar - 23.5" in length), aluminum thickness, location, and configurations of the original, as currently delivered 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.

60. REAR AXLES: The long and the short rear axles must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced in any way. One piece axles must be stamped INEX and be as 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.

61. 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 spool, as currently delivered 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).

62. RIDE HEIGHT: The car may have no less than 3 1/2 inches between the bottom of the frame rails (not the weld) and the ground. This measurement is to be checked without the driver in the car, as raced, without lifting of the car of any kind.

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

64. 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 metal plate and secured at all times when the car is on the track.

65. SHOCKS: All Legends Cars must use INEX (logo stamped Bilstein) shocks as currently delivered by U.S. Legend Cars International for use on a Legends 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).

66. 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.

67. SPRINGS: All Legends 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.

68. SPROCKET ADAPTERS: The sprocket adapters must remain stock, within the stock dimensions, steel thickness, location and configurations of the original, as currently delivered 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.

69. 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 (See diagram in Appendix). Modification of the driver's compartment roll cage is not permitted.

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

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.

70. STEERING WHEELS: Larger or smaller steel or aluminum steering wheels are allowed. Racing style, quick release steering hubs are mandatory.

71. TIRES: The tires must be sets of 4 "INEX" marked Federal tires 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 with the exception of dirt competition. When used on dirt Federal tires may be mounted in either direction. Tires may not be soaked, softened, siped (razor cuts), needled, grooved or recapped.

Hardness -If any 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.** Tubes will be allowed.

"Dirt Series Tire" Rule - American Racer Dirt Tires as delivered by USLCI are permitted for use on dirt surfaces only. Minimum softness for the American Racer Legends Dirt Tire is 45 points on the tech inspectors durometer.

72. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will face penalties from probation to an indefinite suspension.

73. 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 currently delivered by U.S. Legend Cars International and may not be altered in any way.

74. 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 driver as raced) is 640 pounds. No intentional lightening of the chassis is permitted. Competitors are not permitted to add fuel after an event to meet minimum weight. 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.

75. WEIGHT SAVING MEASURES: Lightening "stock" components by shaving, milling, drilling or any other method is illegal. Any item on a Legends 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.

76. 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 tire must be at least **28.0 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.

77. WHEELBASE: All 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.

78. 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.

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

***Enforcement and Infraction Penalties of the Ride Height, Wheelbase and Width Rules:**

After qualifying or after a race, if a car is found to be in violation of the ride height, wheelbase or width rule, and only if requested by the driver, the driver may have five (5) minutes to find the reason why the ride height, wheelbase or width does not meet the rules. It is the driver's responsibility to find the reason (such as a bent part that would directly affect the infraction) before the car leaves the tech area. It is not the tech inspector's responsibility to find the reason. If a reason cannot be found and the car leaves the tech area, the driver cannot bring it back to the tech inspector showing or explaining a damaged part which affected the ride height, wheelbase or width. This must all be done within the tech area and within the specified time period.

If no reason (such as damaged parts that would directly affect the infraction) can be found, this will result in an immediate disqualification.

80. 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.

ENGINE SPECIFICATION RULES XJ1250 "SEALED"

***The XJ1250 & XJ1219 are sealed engines. Tampering, removing, altering the engine seals will result in an immediate disqualification, engine confiscation, loss of top 5 races from National Points at season end, and a period of 12 months of probation. Additionally the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. Competing with an engine that does not internally conform to the USLCI Engine Shop specifications will result in an immediate disqualification, engine confiscation, loss of top 5 races from National Points at season end, and a period of 12 months of probation. Additionally the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. **INEX recommends that when purchasing an engine or car from a source other than US Legend Cars International, that the engine be inspected by the Engine Shop at US Legend Cars International headquarters, located in Harrisburg, N.C. prior to competition.** All repairs requiring removing the seal(s) must be addressed by the U.S. Legend Cars International Engine Shop.

1. 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.

***All Legend Car Engines with clear plastic seals, green (old style) seals, blue (old style) seals or silver (old style) seals must be sent in to the US Legends Engine shop (or INEX approved location) for inspection & re-sealing prior to the 2014 racing season. ***

ENGINE SPECIFICATION RULES FJ & XJ 1200

The engine must remain a factory-stock Yamaha FJ1200/XJR1200 as currently delivered through 600 Racing, Inc. Only those changes as described in this section of the rulebook are permitted to be made to the FJ and XJ 1200. A Yamaha FJ1200/XJR1200 from other countries (Canada, England, etc.) or an FJ1100 may only be used if it meets all the specifications of the U.S. model as delivered through U.S. Legend Cars International.

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. Any questions about the legality of a change/modification/addition not covered in this rulebook must be answered by INEX in writing and presented to the tech inspector upon request. If you have a request for a change/modification/addition, please contact INEX before making the change/modification/addition.

1. CAM SHAFT: The cam shafts must remain as stock Yamaha FJ1200/XJR1200 as currently delivered 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 ¼" (I.D.) X ½" (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.

2. CAM CHAIN: The cam chain must remain as stock Yamaha FJ1200/XJR1200 as currently delivered by U.S. Legend Cars International

3. CAM CHAIN ADJUSTERS: Aftermarket manual cam chain adjusters are permitted to be used on unsealed engines.

4. 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.

5. 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. O-ringing the head gasket seal area is not permitted.

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

Repairing Heads -A combustion chamber may be repaired by welding and grinding back to the official "stock" configuration of the combustion chamber.

6. 1200 COMPRESSION RATIO: The compression ratio of an un-sealed engine may not exceed 10.0:1 (no 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.

7. CRANK SHAFT: The crank shaft must remain as stock FJ1200/XJR1200 as currently delivered 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.

8. 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 and the throttle wide open with the carburetors on the engine, and all four spark plugs out. 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. **INEX highly recommends that you have your engine set at 155lb. cranking compression instead of right on the line at 165 lb. to allow for slight variations between gauges.** There is no tolerance for engines over 165 lb. The gauge used by the tech inspector is the "official gauge."

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

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

9. 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.

Cylinder Sleeves -Worn cylinder sleeves may be replaced with aftermarket sleeves.

10. 1200 RODS: The rods in an un-sealed engine must remain as stock FJ1200/XJR1200 as currently delivered by U.S. 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.

11. STROKE: The stroke must remain stock for the FJ1200/XJR1200 Yamaha as currently delivered by U.S. Legend Cars International.

12. 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.

13. 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.

14. 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.

15. 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.

PROTESTING SPECIFIC COMPONENTS ON LEGENDS CARS

The purpose of the protest is to provide a "safety valve" to help keep the series competitive and to keep the cost of racing affordable. Only current INEX members or associate members may protest a component. (That person must show membership card to submit a protest.) Any specific engine,(on a sealed engine, only items not sealed by the seals may be protested) rear end, or suspension components of a competitor's car may be protested by any driver finishing on the lead lap of that feature after the race for the amount designated in terms of cash or certified check.

Note: "On track" race calls cannot be protested to INEX.

Filming of protests or close-up photos of tech is not allowed.

TIME OF THE PROTEST: The protester's membership card, protest card and full payment (in cash or certified check no personal checks) must be presented to the INEX tech inspector no later than fifteen (15) minutes from the arrival of the winning car into tech. Time is determined by the head tech official. Once a protest is made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Tech inspectors will not accept verbal protests or protests which are not accompanied by the required protest fee, protest card and protester's membership card.

CHECKING THE PROTEST: The protested component will be removed from the car or made available for inspection by the protested team's crew and inspected by the INEX tech inspector. The following people will be permitted to be present at the protest site: protested driver and crew (the crew shall leave once the part is removed), protester, INEX tech officials and a speedway management representative. If a decision at the track cannot be made, then the component will be sent to INEX for a final decision on legality. On a protest, it is the driver's duty to prove his legality, not the tech officials or protester's duty to prove the violation.

WHEN THE PROTEST FINDS A LEGAL COMPONENT: After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested (less reasonable inspection fees and shipping charges determined by INEX). The shipping cost of an engine to an engine rebuilder is not covered.

WHEN THE PROTEST FINDS AN ILLEGAL

COMPONENT: After inspection, if the protested component is found illegal, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of INEX. The illegal parts will also be confiscated by INEX. The protest money will be returned to the team filing the protest. The driver who was found illegal will be responsible to pay for inspection fees and shipping charges in the form of a fine.

- A driver may only be protested by one other competitor at each event. (If more than one protest is filed against a competitor, the driver with the higher finishing position in that race will be allowed the protest.)
- No driver may file a protest more than 3 times during the calendar year.
- Protestor must verify that the tech inspector has the special equipment necessary for the test, if applicable.

Protest Fee Schedule for Legends Cars: Choice of one (1) of the following items to be protested:

\$100.00 -Compression Ratio (Choice of any 2 cylinders)
\$100.00 -Bore Size (Check all four cylinders with bore gauge)
\$100.00 -Stroke
\$800.00 -Crank Shaft (lightened / out of engine)
\$400.00 -Rods (stock, polished, lightened / out of engine)
\$300.00 -Ported & Polished Head (check intake & exhaust)
\$50.00 -Air Filters (Velocity Stacks and size of filter)
\$100.00 -Cam Shaft Lobes (check intake & exhaust lobes)
\$75.00 -Alternator (working & wired properly)
\$200.00 -Fuel (Laboratory Test)
\$100.00 -Exhaust System (check header and muffler)
\$100.00 -Total Weight
\$150.00 -Rear End Gears
\$100.00 -Shocks (each shock)
\$100.00 -Spindle (Left & Right)
\$100.00 -Driveshaft (stock)
\$100.00 -Wheel Offset (Check all four wheels)
\$100.00 -Wheel Weight with Tire (Check all four wheels)
\$100.00 -Front Bumper or Rear Bumper meets all specs.
\$200.00 -Carburetors
\$50.00 -Durometer test of tires
\$2000.00 Engine Inspection (Carburetors, Alternator, and Starter will be INCLUDED). NOT included; ignition electrical components, ignition box, coils, header, oil cooler, remote filter, sprocket adaptor, clutch slave cylinder, and air ducts.

*TBD -Reasonable fee to be determined by the INEX official for other specific items.

REFUSAL OF A PROTEST: If the driver of the protested car does not allow inspection under these terms, he will

be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by INEX. The car will also be suspended from competition. **The protest may, at the discretion of the INEX official in charge, be declined if deemed to be malicious or spiteful. INEX may also penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.**

These rules and/or regulations apply to all INEX-sanctioned events.

USLCI Dirt Modified Safety Equipment

No express or implied warranty of safety shall result from publication of, or compliance with these rules and 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 participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

- 1. AGE REQUIREMENTS:** The minimum age for competition in the USLCI Dirt Modified division will be fourteen (14). Positive proof of age will be required prior to issuance of a USLCI Dirt Modified License.
- 2. ARM RESTRAINTS:** Arm restraints are required for all drivers.
- 3. FIRE EXTINGUISHERS:** An on-board fire extinguisher is highly recommended for your safety. All fire systems must be operational.
- 4. FIRE SUITS:** All drivers must wear an INEX-approved fire retardant suit of Nomex or equivalent material any time they are on the track. A double layer or more is highly recommended. **Suit must be labeled flame retardant (made of flame retardant materials or have S.F.I. patch, indicating flame retardant).** Damaged suits may be disallowed by the inspector.
- 5. FIRE RETARDANT GLOVES:** Fire retardant gloves are mandatory. Gloves must have "SFI" tag or wording included on the care label stating that they are flame retardant.
- 6. HELMET:** INEX requires that all drivers must wear a full face racing type helmet of current standards of 2005 Snell SA rating or later any time he/she is on the track for slow laps, practice or racing conditions. Snell "M" rated helmets will not be allowed. Drivers without a helmet

meeting the above minimum Snell standards will not be permitted on the racetrack. A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation. Helmets are subject to inspection at each event by the technical inspector or other official.

7. RACING SHOES: Drivers must wear automotive racing shoes.

8. ROLL BAR PADDING: Roll bar padding (SFI-45.1) on all exposed bars within one foot of the driver's helmet is MANDATORY.

9. SAFETY HARNESS: All cars must have an INEX-approved, automotive racing, five or six point racing harness that is equipped with a quick release buckle. Be sure to regularly check your safety belts for damage such as fraying, tearing, etc. If this should occur, the safety belts should be replaced immediately. The INEX representative at the track may require that the belts be replaced if they are damaged. INEX endorses (not requires) the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The safety belts are similar to a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your safety harness is totally secured and you have pulled the straps as tight as possible anytime you drive the car.

10. SEATS: Only INEX-approved factory-manufactured, FULL CONTAINMENT, metal seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted.

Mounting of the Seat in a USLCI Dirt Modified: The seat may be moved within the driver's compartment (using the original mounting tab locations) without moving or changing existing bars in the frame or roll cage. The top of the driver's helmet, when seated in the car, must be a minimum of 2" below the top of the roll cage. When mounting the seat forward, use a flat piece of steel or aluminum behind the seat (don't just use bolts in tubing). The use of wood as supports or mounting brackets is not permitted. Hardware used to mount seat must be a minimum of grade 5 bolts. The presiding tech inspector shall have final approval of the mounting of the seat.

11. HEAD AND NECK RESTRAINT SYSTEMS ARE MANDATORY

12. OTHER SUGGESTED SAFETY EQUIPMENT: These items are not required, but they are all highly recommended. (Some of these items may be required by an individual track or promoter).

- Flame retardant underwear and socks.
- Head sock (balaclava)
- Steering wheel pad and extra roll cage padding.

USLCI DIRT MODIFIED SPECIFICATION RULES

USLCI DIRT MODIFIED CARS ARE INTENDED TO BE RACED AS DELIVERED FROM US LEGEND CARS INTERNATIONAL.

Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends or sound legality at any time by an INEX official or representative. Upon entering a USLCI Dirt Car for INEX-sanctioned competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the car violating these rules. Refusal to submit a car, engine or parts for inspection or measurement upon the request of an INEX tech inspector will result in an immediate disqualification and may lead to **a suspension for car owner, car and driver.**

No equipment or race car will be considered as having been approved by reason of having passed through inspection "unobserved." **Regardless of a USLCI Dirt Modified passing prior inspections, compliance with all rules must be made at each post-race inspection. No expressed or implied warrant of safety shall result from the technical inspection or approval.**

Enforcement of Specification Rules: All INEX-approved weighing, measuring and testing devices used by the INEX tech officials are the standards that will determine compliance with the rules and regulations. A competitor's equipment, gauge or instrument, unless approved and used by the INEX inspector, will have no bearing on the enforcement of these rules. Cars must start in the tech area to perform inspections that require the car to start.

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. Any questions about the legality of a change / modification / addition not covered in this rulebook, must be answered by INEX in writing and presented to the tech inspector upon request. If you have a request for a change / modification / addition, please contact INEX before making the change / modification / addition.

1. AERODYNAMICS: Non stock spoilers, air dams or other non-stock aerodynamic devices are not permitted.

2. 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.

3. BALLAST: All lead must be clearly visible with white or neon paint/tape and marked with the car number. Only Lead may be used for ballast. Ballast may not be added by any other method, including steel shot or any other material in the bumpers, nerf bars or any other component.

Mounting ballast – Lead ballast is only permitted to be mounted to the bottom of the 1 1/2" X 1 1/2" square tube cross member directly behind the seat. Each piece must use two mounting bolts (3/8", grade 5 minimum). Maximum size for lead ballast is 12" X 1 1/2" X 2 1/2". If more than two sticks of lead are necessary to make weight, the 3rd and/or 4th sticks of lead may be stacked below the first two. Total weight of ballast must be centered on the bottom of the cross member (**Example:** One stick = must be centered on cross member, Two sticks = side by side, Three sticks = two side by side & one centered below the first two, Four sticks = two side by side & the 3rd & 4th side by side below the first two).

4. BATTERY: Only a lead acid, or gel cell battery of the same dimensions as stock (7 1/8 x 8 x 6 1/2) and 25 lb. min. weight 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. A battery box, terminal coverings or rubber padding is also highly recommended. A battery shut-off switch is optional.

5. BOLTS AND FASTENERS: Only steel magnetic bolts equivalent to stock or upgraded steel fasteners and bolts may be used. Fasteners may be drilled for safety wire, however intentional weight saving modifications are not permitted. Aluminum and titanium bolts are illegal. INEX must be able to identify the grade of bolt.

6. 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 currently delivered by U.S. Legend Cars International.

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

Brake Master Cylinder -The brake master cylinder must remain stock, within the stock dimensions, location and configurations as currently delivered by U.S. Legend Cars International. No aftermarket brake master cylinders are permitted.

7. BUMPERS: The front and rear bumpers must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced in any way. Bumper tubes must be bolted to the frame with a minimum of one bolt.

Attachment of the bumper -Should the bumper mounting tube 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 at any time.

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 have the authority to disqualify a driver after a race if the repaired bumper violates this rule.

Mandatory Race Procedure concerning bumpers

If a bumper comes completely off the car or has any part of it touching the ground, or is in a dangerous position, that car may be black flagged by the track officials and removed from the race. The INEX technical inspector does not have the authority to disqualify a driver after the race for a violation of this race procedure.

8. CARBON FIBER: Carbon fiber is not allowed to be used on any USLCI Dirt Modified.

9. CARBURETORS: The carburetors and all components of the carburetor must remain stock as currently delivered by U.S. Legend Cars International. Only carburetor jets, needles, slide springs and butterfly screws (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) may be replaced and all stock adjusters may be used. No other modifications to 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.

10. CAR NUMBERS: Car numbers must be on both sides of the "tail tank" and on the top of the front "nose" of the car. Numbers are to be a minimum of 12" tall & must be clearly visible to the scorers. If two drivers show up at a track with the same number, the driver with the lowest INEX membership number has priority (unless otherwise directed by the track or Race Director).

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

12. CLUTCH MASTER CYLINDER: The clutch master cylinder must remain stock, within the stock dimensions, location and configurations as currently delivered by U.S. Legend Cars International. No aftermarket clutch master cylinders are permitted.

13. 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.

14. DUCTWORK: Directing air to the carburetors or air filters is not allowed.

15. DRIVE SHAFT: The drive shaft, flanges, and u-joints must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International. Lightening the drive shaft in any way is illegal. The drive shaft must be painted white or light gray.

DRIVE SHAFT retainers and tunnel – The driveshaft retainer & tunnel must remain stock as delivered by USLCI.

16. FIBERGLASS COMPONENTS: All fiberglass components must remain within the stock dimensions, thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced or intentionally lightened in any way.

Mounting of Components –All fiberglass body components must be firmly attached to every USLCI Dirt Modified competing in any race. It is recommended that all dzus fasteners fit tight and are taped over to prevent loosening. Any USLCI Dirt Modified 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.

17. FIREWALL: A metal firewall (front & rear) is mandatory. The firewall must remain sealed as delivered from U.S. Legend Cars International. Using a “thicker than stock” metal firewall separating the driver’s compartment and the engine compartment is OK.

18. FRAME: Absolutely no modifications of the frame (including the 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 of approval from INEX.

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

Serial number plates -All cars & frames running as USLCI Dirt Modified must be produced by U.S. Legend Cars International. All cars must carry the serial number assigned to that frame and the serial number can be found on the V.I.N. plate on the driver’s compartment interior. 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.

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.

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.

Frame Repairing - All pickup points must remain in the stock locations as delivered currently from U.S. Legend Cars International. The driver's compartment of the frame (roll bars, cross braces, etc.) may not be repaired or replaced if damaged (see rule above -Replacing a Frame).

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.

19. GEAR RATIOS: The gears must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International.

20. GENERAL APPEARANCE OF THE CAR: All competitors must present a neat, 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, etc. not in the spirit of keeping this a family sport.

21. HEIM ENDS: Only stock heims as currently delivered by U.S. Legend Cars International are permitted on a USLCI Dirt Modified. The stock heims are designed to bend/break and absorb energy under impact.

22. JAM NUTS: At least one jam nut is required to be used with all radius rods.

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

24. MANDATORY SERIES SPONSOR DECALS and PATCHES: INEX and the USLCI Dirt Modified decals must be prominently displayed in the INEX-approved locations at all INEX-sanctioned events. The INEX patch and mandatory sponsor patches must be displayed prominently on the right side chest area of the driver's suit.

25. NERF BARS: The nerf bars must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars

International and may not be reinforced in any way. No other types of nerf bars are permitted.

26. PICKUP POINTS & SPACERS: Absolutely no modifications of the frame pick up points, rear end pick up points or spindle pick up points are permitted.

27. RADIOS: Two-way radios are not permitted

28. RADIUS RODS/PANHARD BARS: The radius rods and panhard bars must remain within the stock dimensions, thickness, location, and configurations of the stock component, as currently delivered by U.S. Legend Cars International. (10 1/4", 18 1/2", 35" & 41 1/2") Each length measurement will have a tolerance of +/-1/8" (0.125").

29. REAR ENDS: Winters quick change must remain stock, within the stock dimensions, thickness, location and configuration as delivered by US Legend Cars International.

30. SHEET METAL: The minimum thickness of sheet metal is .036". The stock sheet metal may not be removed or altered in any way.

31. SHOCKS: All USLCI Dirt Modified's must use (INEX logo stamped) Bilstein shocks as currently delivered by U.S. Legend Cars International for use on a USLCI Dirt Modified (30/30, 35/35, 50/35). Changing or altering the shock or fluid or pressure inside is illegal. Altering or tampering with the shocks or competing with the same, will result in a suspension from one year (first offense) to an indefinite suspension (multiple offenses). Shocks may be turned upside down. Shock bumpers are permitted (maximum 1/4" tall).

32. SPINDLES: Spindles (and pick up points) must remain stock, within the stock dimensions, thickness, location and configurations as currently delivered by U.S. Legend Cars International.

33. SPRINGS: All USLCI Dirt Modified's must use 10" springs. Any spring weight combination and aftermarket springs of stock design are permitted, no barrel springs or progressive springs. Only one spring is permitted per shock. Spring rubbers are not permitted.

34. SPROCKET ADAPTERS: The sprocket adapters must remain stock, within the stock dimensions, steel thickness, location and configurations of the original, as currently delivered by U.S. Legend Cars International. Setscrews for the sprocket adapter nut are permitted. Lightening the sprocket adapter for weight savings in any way is illegal.

35. STEERING WHEELS: Larger or smaller steel or aluminum steering wheels are permitted. Factory racing quick release steering hubs are mandatory.

36. TIRES: The tire must be an American Racer (Front tires = "USLCI" marked 22.5 / 8.0 - 13GT, 71", SD - 48

and Left Rear tire = "USLCI" marked 82 / 8.0 – 15 DT, SD – 48 and Right Rear tire = "USLCI" marked 26.0 / 10.5 15 DT SH, SD – 48 or "USLCI" marked 26.0 / 10.5 15 DT SH, MD – 57). Tires may not be soaked, softened, siped (razor cuts), needled, grooved or recapped.

Hardness -If any tire is softer than 35 points on the INEX Inspector's durometer, the driver will face suspensions from one year (first offense) to an indefinite suspension (multiple offenses) (EIRI). Tire warmers and any other means of artificially warming tires are prohibited.

"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 or inside the tires. **Any tires with signs of these products on or in them will be impounded for further testing. If Lab testing provides evidence of the above listed substances, that competitor will be subject to suspension.**

Drilled or damaged tires may not be patched or repaired in any way! Violation of this rule may result in a suspension to be determined by INEX.

37. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will face suspensions from one year (first offense) to an indefinite suspension (multiple offenses).

38. FRONT END WIDTH: No wheel or axle spacers are permitted on the front end of the car.

39. WEIGHT: No car shall weigh less than 1225 lbs. with the driver. Competitors will not be permitted to add fuel to meet the minimum weight. It is the responsibility of each team to ensure that their car meets the weight requirements on the scales used by the INEX official.

Weight Saving Measures -Lightening "stock" components by shaving, milling, drilling or any other method is illegal. Any item on a USLCI Dirt Modified 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. Carbon fiber is not allowed.

40. WHEELS: Wheels must be stock as delivered by US Legend Cars International (Front wheels = USLCI part #635X00X102, Left Rear wheel = USLCI part #635X00X101, Right Rear wheel = USLCI part #635X00X100). All wheel weights must be covered with duct tape. Bleeder or relief valves are not permitted in the wheels.

41. WISHBONE: The wishbones (rear suspension) must remain stock, within the stock dimensions, steel thickness, location & configuration as currently delivered by US Legend Cars International.

42. ROCK SCREENS: All cars must have a screen in the front window area as delivered by US Legend Cars International Inc.

ENGINE SPECIFICATION RULES

The engine must remain a factory-stock water cooled Yamaha 1250 (sealed by U.S. Legend Cars International) as currently delivered through U.S. Legend Cars International. Only those changes as

described in this section of the rulebook are permitted. ***The XJ1250 is a sealed engine. Tampering, removing, altering the engine seals will result in an immediate disqualification, engine confiscation, loss of top 5 races from National Points at season end, and a period of 12 months of probation. Additionally the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. Competing with an engine that does not internally conform to the USLCI Engine Shop specifications will result in an immediate disqualification, engine confiscation, loss of top 5 races from National Points at season end, and a period of 12 months of probation. Additionally the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. **INEX recommends that when purchasing an engine or car from a source other than US Legend Cars International, that the engine be inspected by the Engine Shop at US Legend Cars International headquarters, located in Harrisburg, N.C. prior to competition.** All repairs requiring removing the seals(s) must be addressed by the U.S. Legend Cars International Engine Shop.

The only modifications allowed to the factory sealed water cooled XJ 1250 engine are:

- A. Changing the 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)

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. Any questions about the legality of a change / modification / addition not covered in this rulebook, must be answered by INEX in writing and presented to the tech inspector upon request. If you have a request for a change / modification / addition, please contact INEX before making the change / modification / addition.

1. WATER-COOLED ENGINES: Water-cooled engines must retain all components in their original configuration in their original position as delivered by U.S. Legend Cars International. Non-stock replacement water pumps, radiators, or cooling fans are not permitted.

2. ALTERNATORS: Modification to the charging system is not permitted. The alternator must be charging at all times. No switches disconnecting the alternator are permitted. The car must continue to run at an idle with battery disconnected.

3. CLUTCH: The clutch (plates and springs) may be replaced with any aftermarket type of the same design. Aluminum clutch plates are not allowed.

4. CRANKING COMPRESSION: Changing the cranking compression by altering the cam gear or cam gear bolts is not allowed.

5. ENGINE COATINGS: Only coatings as delivered stock from the factory are permitted. Intentional removal of any coatings is not permitted. Repainting the outside of an engine is permitted.

6. ENGINE LOCATION & MOUNTS: The engine and engine mounts must remain within the stock dimensions, steel thickness (no aluminum mounts), location and configurations as currently delivered by U.S. Legend Cars International.

7. ENGINE SERIAL NUMBERS: All engine casings must have a serial number. Any engine casing without a serial number will be considered illegal and not be permitted to be used in any INEX-sanctioned events.

8. EXHAUST SYSTEM: The header, gaskets and collector must remain within the stock dimensions, steel thickness, location and configurations of the original, as currently delivered by U.S. Legend Cars International. The internal components of the header may not be altered. Ceramic coatings are not permitted.

9. 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. 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, in the same quantity, that are found in pump gasoline. **INEX reserves the right to require all cars use the same brand and designated grades of gasoline in a given event**

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

The specific elements which will be searched for include: propylene oxide, alcohols (all types),

aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylydine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

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 minimum 30 day suspension and, \$100.00 fine, and cost of fuel test(s). Suspensions will be determined by INEX based on the chemical composition of the additive in question.

10. "LEGAL" FUEL ADDITIVES: Lubrication or knock suppression additives are permitted provided the resulting mixture meets the specific gravity, lab analysis requirements, etc. described in rule #9 "Fuel."

11. FUEL CELL: Must be an INEX-approved steel fuel cell. Must be stock as currently delivered by U.S. Legend Cars International and must remain in the stock location. Foam is mandatory in all fuel cells as delivered by U.S. Legend Cars International.

Fuel Cap -Make absolutely sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly into the cell. Car number on the cap is required.

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

12. FUEL LINES: Steel braided fuel lines are MANDATORY. Fuel lines may not be attached to the electrical wires.

13. FUEL FILTER: Aftermarket fuel filters may be used. No glass fuel filters will be permitted. No fuel filters are allowed in the engine compartment.

14. FUEL SHUT-OFF VALVE: Aftermarket fuel shut-off valves are permitted.

15. 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 RACEceiver), and Fastach Digital Tach (by SenDec Corp.) as delivered by U.S. Legend Cars International. Gauges that record or display wheel spin, shock travel, exhaust temperature, g forces, or throttle action are not allowed at any time. No other information may be recorded by onboard gauges. Onboard telemetry systems are not permitted.

16. IGNITION SYSTEM: The complete ignition/engine control system must be the original parts for the water cooled Yamaha XJ 1250 as delivered by US Legend Cars International for use in the USLCI Dirt Modified. The electrical harness may be replaced only with the electrical harness connector kit as delivered through U.S. Legend Cars International. Electronic throttle (traction) controls are not permitted. No open wire ends or unused connectors allowed within reach of the driver.

Ignition Control box -The stock ignition control box (INEX Approved black box as delivered by U.S. Legend Cars International) is the only box permitted to be used and may not be altered in any way. The ignition control box must be mounted as currently delivered by U.S. Legend Cars International. Only one black box is permitted on a car (multiple boxes are illegal).

Swapping of Ignition Control boxes -INEX reserves the right to provide a substitute ignition/engine control system to any competitor at random at any time.

The INEX-provided system will be exchanged for a competitor's system and must be used for that event. INEX is not responsible for any engine failure due to a provided ignition/engine control system.

Coils, Coil Wires and Spark Plug boots -These components must be stock as delivered by US Legend Cars International for use on a USLCI Dirt Modified.

Ignition Rotors -The ignition rotor must be a stock as delivered by U.S. Legend Cars International for use on a USLCI Dirt Modified. Aftermarket electronic ignition advancers are not permitted.

Ignition Plates -The ignition plate must be a stock as delivered by U.S. Legend Cars International for use on a USLCI Dirt Modified. The ignition pickup cover is not mandatory.

17. COLLECTORS: Stock collectors may not be altered in any way.

18. OIL COOLERS, LINES & RADIATOR: Stock components, location & configuration as delivered by US Legend Cars International only.

19. OIL CRANKCASE BEATHER: Must remain stock as delivered by US Legend Cars International.

20. OIL PUMP: The stock oil pump may not be modified in any way. Relief valves may be shimmed.

21. 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, nitromethane, or nitropropane, or any additives determined by INEX to be hazardous.

24. VALVES: Only stock valve lifter and adjuster shims may be used.

USLCI DIRT MODIFIED SPECIFIC COMPONENT PROTEST PROCEDURE

The purpose of the protest is to provide a "safety valve" to help keep the series competitive and to keep the cost of racing affordable. Only current INEX members or associate members may protest a component. (That person must show membership card to submit a protest.) Any specific component of a competitor's car may be protested by any driver finishing on the lead lap of that feature after the race for the amount designated in terms of cash or certified check. The only items that may be protested on the water cooled Yamaha 1250 engine will be the seals & the items specifically listed in the rulebook as allowed changes / modifications / or additions to the Yamaha 1250 engine.

Filming of or close up photos of tech is not permitted.

Note: "On track" race calls cannot be protested to INEX.

TIME OF THE PROTEST: The protester's membership card, protest card and full payment (in cash or certified check no personal checks) must be presented to the INEX tech inspector no later than fifteen (15) minutes from the arrival of the winning car into tech. Time is determined by the head tech official. Once a protest is made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Tech inspectors will not accept verbal protests or protests which are not accompanied by the required protest fee, protest card and protester's membership card.

CHECKING THE PROTEST: The protested component will be removed from the car or made available for inspection by the protested team's crew and taken for inspection by the INEX tech inspector. The following people will be permitted (but not required) to be present at the protest site: protested driver and crew (the crew shall leave once the part is removed), protester, INEX tech officials and a speedway management representative. If a decision at the track cannot be made, then the component will be sent to INEX for a final decision on legality. On a protest, it is the driver's duty to prove his legality, not the tech officials or protester's duty to prove the violation.

WHEN THE PROTEST FINDS A LEGAL COMPONENT: After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested (less reasonable inspection fees and shipping charges determined by INEX).

WHEN THE PROTEST FINDS AN ILLEGAL

COMPONENT: After inspection, if the protested component is found illegal, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of INEX. The illegal parts will also be confiscated by INEX. The protest money will be returned to the team filing the protest. The driver who was found illegal will be responsible to pay for inspection fees and shipping charges in the form of a fine.

REFUSAL OF A PROTEST: If the driver of the protested car does not allow inspection under these terms, he will be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by INEX. The car will also be suspended from competition. An INEX official may decline to accept a protest deemed to be malicious or spiteful, at the discretion of that official.

* INEX may penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.

A driver may only be protested by one other competitor at each event. (If more than one protest is filed against a competitor, the driver with the higher finishing position in that race will be allowed the protest.

No driver may file a protest more than 3 times during the calendar year.

Protest Fees for USLCI Dirt Modified's:

Protestor must verify with the INEX inspector that the proper tools are available to check protested items.

Choice of one (1) of the following items:

- \$50.00 Air Filters (Velocity Stacks and size of filter)
- \$75.00 Alternator (working & wired properly)
- \$100.00 Fuel (Laboratory Test)
- \$100.00 Exhaust System (check header)
- \$100.00 Total Weight
- \$150.00 Rear End Gears
- \$100.00 Shocks (each shock)
- \$100.00 Spindle (Left or Right)
- \$100.00 Driveshaft (stock)
- \$100.00 Wheel Offset (Check all four wheels)
- \$100.00 Wheel Weight with Tire (Check all four wheels)
- \$100.00 Front Bumper or Rear Bumper (meets all specs)
- \$200.00 Carburetors
- \$50.00 Durometer Test of Tires

*TBD -Reasonable fee to be determined by the INEX official for other specific items.

BRIGGS & STRATTON BANDOLERO CAR SPECIFICATION RULES

BANDOLERO CARS:

BANDITS: (Drivers between the ages of 8 -11) as of January 1, 2013.

OUTLAWS: (Drivers age 12 and older) as of January 1, 2013.

Once a competitor begins a racing season in one division (age-related divisions), they are allowed to compete in that division for one calendar year (January 1-December 31). Bandit drivers may opt into the Outlaw class if they turn 12 during that calendar year. Any mid-season changing of division must be approved by INEX.

Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends or sound legality at any time by an INEX official or representative. **Upon entering a Bandolero Car for INEX-sanctioned competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the Bandolero Car violating these rules. Refusal to submit a car, engine or parts for inspection or measurement upon the request of an INEX tech inspector will result in an immediate disqualification and may lead to a minimum two week suspension for the driver, car owner and car.**

No equipment or racecar will be considered as having been approved by reason of having passed through inspection "**unobserved.**" Regardless of a Bandolero Car passing prior inspections, compliance with all rules must be made at each post-race inspection.

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. Any questions about the legality of a change/modification/addition not covered in this rulebook must be answered by INEX in writing and presented to the tech inspector upon request. If you have a request for a change/modification/addition, please contact INEX before making the change/modification/addition.

SAFETY EQUIPMENT

No express or implied warranty of safety shall result from publication of, or compliance with these rules and 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 participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

1. HELMET: INEX requires that all drivers must wear a racing type helmet, full face type, of current standards of 2005, 2010 Snell SA rating or S.F.I.

24.1 rating, any time he/she is on the track for slow laps, practice or racing conditions. Snell "M" rated helmets are not allowed. Drivers without a helmet meeting the above minimum standards will not be permitted on the racetrack in a Bandolero Car. A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation. Helmets are subject to inspection at each event by the technical inspector or other official. Helmet shields are required.

Helmets with Radio Harnesses -Many INEX drivers compete in other racing series' that permit the use of radios. If a driver should use that helmet to compete in an INEX-sanctioned event, he/she must duct tape the connector end to the back of their helmet. This is the only way in which this helmet will be permitted without actually removing the entire radio harness from the helmet. No other radio wiring harnesses will be allowed in any Bandolero Car. Raceceivers will be used only at tracks that mandate them.

2. FIRE SUITS: All drivers must wear an INEX-approved fire retardant suit of Nomex or equivalent material any time they are on the track. A double layer or more is highly recommended. Fire suits must be labeled Flame retardant. (made of flame retardant materials or have a S.F.I. patch). Damaged suits may be disallowed by the inspector.

3. FIRE RETARDANT GLOVES: Fire retardant gloves are mandatory. Gloves must have "SFI" tag or wording included on care label stating that they are flame retardant.

4. SAFETY HARNESS: All cars must have an INEX-approved type of five or six point racing harness that is equipped with a quick release buckle. Be sure to regularly check your safety belts for damage such as fraying, tearing, etc. If this should occur, the safety belts should be replaced immediately. An INEX inspector may require replacement of the belts if they are damaged. INEX endorses (not requires) the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The safety belts are similar to a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your safety harness is totally secured and that you have pulled the straps as tight as possible anytime you drive the car.

5. FIRE EXTINGUISHERS: An on-board fire extinguisher is highly recommended for your safety. The spirit of this rule is for safety, not for ballast. If a "larger than stock"

bottle is necessary, written approval from INEX will be required. All fire systems must be operational.

6. RACING SHOES: Drivers must wear auto racing shoes.

7. ROLL BAR PADDING: Roll bar padding (SFI-45.1) on all bars within one foot of driver's helmet is mandatory.

8. SEATS: Only INEX-approved factory-manufactured metal seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted. **Mounting of the Seat in a Bandolero Car** -The centerline of the Bandolero Seat must remain within a quarter (1/4") inch of the centerline of the car. Make certain that the driver's helmet, when seated in the car, does not extend beyond 1" from the bottom of the top roof bar of the roll cage. All Bandoleros must have some form of lateral support added to the seat back. The presiding tech inspector shall have final approval of the mounting of the seat.

9. FACTORY MANUFACTURED AUTOMOTIVE RACING HEAD AND NECK RESTRAINT SYSTEMS ARE MANDATORY FOR DRIVERS 15 YEARS OF AGE AND YOUNGER AND RECOMMENDED FOR ALL DRIVERS.

Mandatory for all competitors in 2014

10. OTHER SUGGESTED SAFETY EQUIPMENT: These items are **not required**, but they are all **highly recommended**. (An individual track or promoter may require some of these items).

- 1.) Flame retardant underwear and socks.
- 2.) Head sock (balaclava)
- 3.) Knee pads
- 4.) Steering wheel pad
- 5.) Arm restraints and helmet supports on the seat
- 6.) Safety wire on hood and trunk dzus buttons and other nuts and bolts throughout the car
- 7.) Interior padding.

Any "driver cooling system" equipment must be mounted on the right side of the car.

BANDOLERO SPECIFICATION RULES

Enforcement of Specification Rules: All INEX-approved weighing, measuring and testing devices used by the INEX technical officials are the standards which will determine compliance with the rules and regulations. A competitor's equipment, gauge or instrument, unless approved by the tech inspector, will have no bearing on the enforcement of these rules.

FRAMES, BODY, SUSPENSION, ETC.:

1. AERODYNAMICS: Spoilers, air dams or other aerodynamic devices other than "stock" items are not permitted.

2, AXLES, REAR: The steel rear axle must remain within the stock dimensions, steel thickness, location and configurations of the original, as currently delivered by USLCI and may not be reinforced in any way. Any other type of aftermarket rear axle, an axle modified for lightening purposes or axles not in accordance with the above rule will not be permitted.

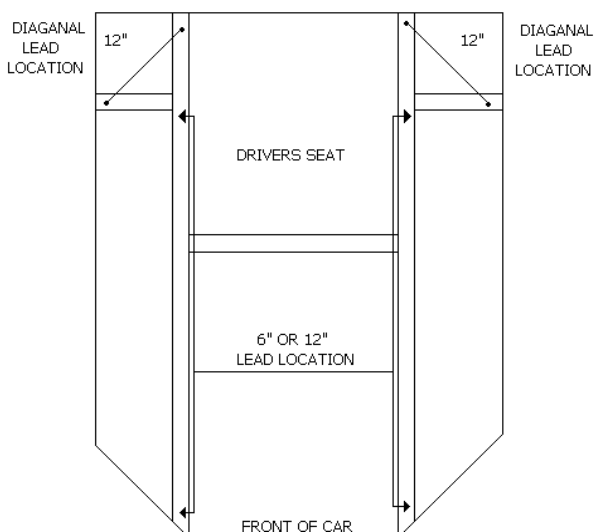
3. BALLAST: A maximum of two (2) blocks of lead are permitted on either the left or right sides of the car in the diagonal position. A maximum of two (2) 12" blocks or four (4) 6" blocks of lead are permitted on either the left or the right side of the driver's seat for a total of eight (8) 12" blocks or a total of four (4) 12" & eight (8) 6" blocks of lead (see diagram below). There must be an equal number of ballast on both the right & left sides of the car, of equal weight (the position of the blocks of lead must be a mirror image from left to right). For example; if there are two blocks of lead on the left side of the car, there must also be two blocks of lead on the right side of the car in the same position of equal amount.

The only permitted sizes of ballast that may be used are as follows:

1. 12" long x 2-1/2" wide x 1-1/2" deep (approx. 20 lbs.)
2. 12" long x 2-1/2" wide x 3/4" deep (approx. 10 lbs.)
3. 6" long x 2 1/2" wide x 1 1/2" deep (approx. 10 lbs.)
4. 6" long x 2 1/2" wide x 3/4" deep (approx. 5 lbs.)
5. 12" long x 1 1/4" wide x 1 1/2" deep (approx. 10 lbs.)
6. 12" long x 1 1/4" wide x 3/4" deep (approx. 5 lbs.)

Mounting ballast -The blocks of lead must be bolted directly through the floorpan and chassis sub-frame (square tube) as shown in the diagram.

The ballast must be secured with a minimum of two (2) 3/8" bolts, washers and locking nuts for each stack of lead. The blocks of lead may not be stacked higher than 3" from the square tube. The lead may not be encased in anyway. Ballast may not be added in any other location or by any other method, including steel shot or any other material in the frame rails, roll cage or bumpers. All mounting of the ballast is subject to final approval by the INEX technical inspector.



4. BATTERY: Only a stock size lead acid or gel cell battery may be used. The stock size is 6" x 7.5" x 5" (must be within 1" of stock dimensions). The weight of the battery must be 15 -25 lbs. A top post or side post battery may 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. A battery box or terminal coverings is also highly recommended. A battery shut-off switch is optional.

5. BOLTS AND FASTENERS: Only equivalent stock or upgraded steel fasteners and bolts may be used on the Bandolero Car. Fasteners may be drilled for safety wire, however intentional weight saving modifications are not permitted. All bolts must be magnetic, aluminum and titanium bolts are illegal. INEX must be able to identify the grade of bolt.

6. BRAKES: The brake caliper and brake disc must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International. Also see rule #28 (Scoops/ Ductwork) for information concerning brake ducts. Modifications to stock or aftermarket brake pads are illegal. **Adjusting the brakes** -The Bandolero Car is equipped with an adjustable push rod on the master cylinder. There are three (3) holes to choose from. The top hole provides the most leverage and will provide maximum braking force. The middle hole (factory setting) is for the moderate leverage and the lower hole provides the least amount of leverage for braking force. A small spring may be installed on the clip between the brake pads, and around to the bottom of the pads, to keep them from rubbing the disk when not in use.

7. BRAKE LINES: Rubber or steel-braided brake lines are permitted. No brake lines may be disconnected or plugged at any time for competition. Hard metal lines are not permitted. Brake lines may not run through the driver's compartment.

8. BRAKE MASTER CYLINDER: The brake master cylinder must remain stock, within the stock dimensions, location and configurations as currently delivered by U.S. Legend Cars International. No aftermarket brake master cylinders are permitted.

9. BUMPERS: The front and rear bumpers must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced in any way except for the factory-delivered rear support.

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 each 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 be used 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 with excessive weld may be considered illegal.**

Mandatory race Procedure concerning Bumpers

If a bumper comes completely off the car or has any part of it touching the ground, or is in a dangerous position, that car may be black flagged by the track officials and removed from the race. The INEX technical inspector does not have the authority to disqualify a driver after the race for a violation of this race procedure.

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.

10. CARBON FIBER: Carbon Fiber is not permitted to be used on a Bandolero Car.

11. CAR NUMBERS: The car must have numbers that are a minimum height of 14" on both doors and on the roof (number facing towards the outside of the track). The car number (minimum 3" high) must be on the right side of the front of the car. 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.

Divisional Decals -Each car must have a divisional decal ("O" for Outlaws, or "B" for Bandits) on the left side of the front of the car. Violation of the above number rule will not be reason for disqualification. However, if the above number rule is not followed, your car may not be scored.

12. CHAIN GUIDE: Stock chain guides as delivered by U.S. Legend Cars International are mandatory for all Bandolero Cars. The chain guide attaches to both sides of the sprocket on the axle.

13. 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.

14. 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," in the spirit of keeping this a family sport.

15. FIREWALL: A metal firewall is mandatory. Minimum thickness .036"

16. FRAME: Absolutely no modifications of the frame (including the 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 (Letter must be present at the track with the car).

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

Serial number plates -All cars & frames competing as Bandolero Cars must be produced by U.S. Legend Cars International. All cars must carry the serial number assigned to that frame and the serial number can be found on the V.I.N. plate. 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.

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 competition.

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.

Frame Repair -Front and rear frame horns 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 from U.S. Legend Cars International. The driver's compartment of the frame (roll bars, cross braces, etc.) may not be repaired or replaced if damaged (see rule above -

Replacing a Frame).

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.

17. GEAR SPROCKETS: Any stock axle gear sprocket may be used (unless a "gear rule" is in place at a particular track).

18. HEIM ENDS: Only steel, magnetic, heims as delivered by U.S. Legend Cars International are permitted on a Bandolero Car. The stock heims are designed to bend/break and absorb energy under impact.

19. JAM NUTS: At least one jam nut is required to be used with all heim ends.

20. MANDATORY SERIES SPONSOR DECALS and PATCHES: Briggs & Stratton, Bandolero Logo, Dyno Cams, and INEX decals must be prominently displayed in the approved INEX locations at all INEX-sanctioned events. These patches (same as decals) must be displayed prominently on the chest area of the driver's suit. Driver's not displaying the proper decals and uniform patches will not be eligible for certain awards, prizes, etc. including those offered at year-end and may be prevented from competing at certain events.

21. MIRRORS: Competitors may add a mirror for rear vision mounted within the driver's compartment or outside the doors (as delivered by U.S. Legend Cars International). The type of mirror(s) shall be the choice of each individual driver. Mirrors may not be permitted at certain tracks.

22. NERF BARS: The nerf bars must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced in any way. No other types of nerf bars are permitted.

23. PEDALS: Competitors may change the location and length of gas & brake pedals within the cockpit as long as they remain mounted from the top bar as delivered from U.S. Legend Cars International. Pedals may not be cut down or lightened in any way. Adding to the original pedals is permitted. Removing material from the original pedals is not permitted.

24. PICKUP POINTS: Absolutely no modifications of the frame pickup points, rear axle pick up points or spindle pick-up points permitted.

25. PLASTIC AND FIBERGLASS BODYYS: All plastic and fiberglass body components must remain within the stock

dimensions, thickness, location, and configurations as currently delivered by U.S. Legend Cars International and may not be reinforced or intentionally lightened.

Mounting of Components -All plastic and fiberglass body components must be firmly attached to every Bandolero Car competing in any race. Any Bandolero 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.

Dashboards -The hump in the dashboard may be removed and replaced with a flat dashboard as long as the new dashboard is sturdy, strong and properly mounted. The INEX tech inspector has final approval of this modification.

Louvered tail sections and kits will be permitted as delivered by USLCI.

26. RACK & PINION STEERING: Only the rack & pinion steering box as delivered by U.S. Legend Cars International and stamped "600" is permitted.

27. RADIOS PROHIBITED: No drivers or crew members are permitted to use one-way or two-way radios on race day, including practice sessions. Radio wiring harnesses are not permitted in a Bandolero Car during an INEX sanctioned competition. Radio earplugs will not be permitted. Raceceivers (U.S. Legend Cars International part No.975000X069) will be used only at tracks that mandate them.

28. RADIUS RODS/PANHARD BAR: The radius rods and panhard bar must remain within the stock dimensions (radius rods -5.5", 7.0" or 8.25" in length / panhard bar 11.0" in length), aluminum thickness, location, and configurations of the original, as currently delivered 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.

29. SCOOPS/DUCTWORK: A maximum of two scoops are permitted on any Bandolero Car. Only one scoop is permitted per side of the car. The scoops must be mounted approximately 14" forward from the center of the rear wheels. The scoops must measure approximately 8 1/2" up from the bottom edge of the body to the top of the scoop. A hose is permitted to be attached to the scoop to assist in the directing of airflow to the brakes or the engine. The hose must be firmly attached to the end of the duct and must be mounted securely, directing air to the brake caliper or the engine only. The permitted hose may not measure any larger than 3" in diameter. Fans may not be placed inside the hose or duct. Any competitor caught directing air to any location other than the brakes or the engine will be disqualified. The scoops may be no larger than the scoop offered by U.S. Legend Cars International. Competitors may not direct air to the air filter box or the carburetor in any way.

30. SHEET METAL: The minimum thickness of sheet metal is .036". The sheet metal may not be removed or altered in any way. The fuel cell access hole must be secured at all times when the car is on the track.

31. SHOCKS: All Bandolero Cars must use INEX-logo stamped Bilstein shocks as currently delivered by U.S. Legend Cars International for use on a Bandolero car. Changing or altering the shock or fluid inside the shock is illegal. Altering or tampering with the shocks, or competing with the same will result in penalties from probation to an indefinite suspension. Shock bumpers are permitted (maximum 1/4" tall). Shock numbers must be made visible at the request of an INEX Inspector.

Shock Mount Spacers – Spacers up to 1/2" wide will be permitted to be used on the 1/2" shock mounting bolts.

32. SPRINGS: All Bandolero Cars must use 8" length springs. Any spring weight combination and aftermarket springs of stock design are acceptable. Barrel springs are not allowed. Only one spring is permitted per shock. Spring rubbers are not permitted.

33. SPROCKET AND BRAKE ROTOR HUBS: Must remain stock as delivered by US Legend Cars International.

34. SPINDLES: The spindles (and pickup points) must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered by U.S. Legend Cars International.

Lower Control Arms: Lower control arms must remain in the stock location and configuration (no spacers between frame and control arm).

35. 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. Intentional lightening for weight saving measures is not permitted (No aluminum brackets).

Steering Quickeners -Steering quickeners are not permitted without special written permission from INEX. Steering Shafts -Tubing used for steering shafts must remain stock as currently delivered by U.S. Legend Cars International and may not be reinforced in any way.

36. STEERING WHEELS: Larger or smaller, steel or aluminum, steering wheels are allowed. Racing style quick release steering hubs are mandatory.

37. TIRES: All Bandolero tires must be "Bandolero Edition" BFGoodrich or INEX tires as delivered by US Legend Cars International. Tires may not be soaked, softened, siped, needled, grooved or recapped. **Hardness** -If any 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

appears at three (3) spots in a row on the tire (side-by-side or in the same groove -i.e. outside groove) 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 same car at the same time, then 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. INEX shall be notified of all violators for possible further disciplinary actions. **Drilled or damaged tires may not be patched or repaired in any way! violation of this will result in a suspension to be determined by INEX.**

“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.**

38. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will face penalties from probation to an indefinite suspension.

39. WHEELS: All wheels must remain as stock as delivered by U.S. Legend Cars International. All wheels must have the Bandolero Cars logo or INEX logo engraved in the wheel. The minimum weight of the tire and wheel must be at least nine (9) pounds without additional steel or lead wheel weights. Bleeder or relief valves are not permitted on the wheels.

40. WHEELBASE: All cars must compete with a 70” to 70 1/2” 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 of the car.

41. WEIGHT: 750lbs. minimum car & driver weight (as raced). Competitors will not be permitted to add fuel after an event to meet minimum weight. 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.

42. WEIGHT SAVING MEASURES: Lightening "stock" components by shaving, milling, drilling or any other method is illegal. Any item on a Bandolero 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.

43. WIDTH: The total overall width of the car (front and rear) may not exceed 48 inches. The car must be able to roll freely through a 48 inch wide opening as raced. **Rear Offset:** There must be a minimum of 2" between the rear frame rails and the nearest rim edge of the rear wheel on both sides of the car. No wheel spacers are permitted.

***Enforcement and Infraction Penalties of the Wheelbase and Width Rules:** After qualifying or after a race, if a car is found to be in violation of the wheelbase or width rule, if requested by the driver, the driver may have five (5) minutes to find the reason why the wheelbase or width does not meet the rules. It is the driver's responsibility to find the reason (such as a bent part that would directly affect the infraction) before the car leaves the tech area. It is not the tech inspector's responsibility to find the reason. If a reason cannot be found and the car leaves the tech area, the driver cannot bring it back to the tech inspector showing or explaining a damaged part that affected the wheelbase or width. This must all be done within the tech area and within the specified time period. If no reason (such as damaged parts that would directly affect the infraction) from that event, can be found, this will result in an immediate disqualification.

44. WINDSHIELDS/SCREENS: All cars must have either a screen or lexan windshield in the front window area.

ENGINE SPECIFICATION RULES

***The Briggs & Stratton Vanguard engines are sealed engines. Tampering, removing, altering the engine seals will result in an immediate disqualification, engine confiscation, loss of top 5 races from National Points at season end, and a period of 12 months of probation. Additionally the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. Competing with an engine that does not internally conform to the USLCI Engine Shop specifications will result in an immediate disqualification, engine confiscation, loss of top 5 races from National Points at season end, and a period of 12 months of probation. Additionally the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. **INEX recommends that when purchasing an engine or car from a source other than US Legend Cars International, that the engine be inspected by the Engine Shop at US Legend Cars**

International headquarters, located in Harrisburg, N.C. prior to competition. All repairs requiring removing the seal(s) must be addressed by the U.S. Legend Cars International Engine Shop.

***All Bandolero Engines with clear plastic seals, green (old style) seals, blue (old style) seals or silver (old style) seals must be sent in to the US Legends Engine shop (or INEX approved location) for inspection & re-sealing prior to the 2014 racing season. ***

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. Any questions about the legality of a change/modification/addition not covered in this rulebook must be answered by INEX in writing and presented to the tech inspector upon request. If you have a request for a change/modification/addition, please contact INEX before making the change/modification/addition.

1. AIR FILTERS: Only the stock air filter is permitted. Air filters may not have the element removed, cut or tampered with to increase or restrict airflow in any manner. Air filters may not be soaked in any substance. The foam pre-filter must remain in its stock location and configuration as currently delivered by U.S. Legend Cars International. The pre-filter may not be altered or folded in any way.

2. CARBURETORS: The carburetors must remain stock as currently delivered by U.S. Legend Cars International. Only fuel (removable main jets) jets may be drilled for size or replaced with stock or aftermarket jets. All stock adjusters may be used. Air jets (and snake eye jets) must stay stock as delivered by U.S. Legend Cars International. No allen head jets, no drilling of jets allowed. Modifications or components to increase or restrict air flow or fuel flow (such as velocity stacks, heat deflector shields, internal modifications, etc., not listed above) are not permitted. No drilling or grinding is allowed anywhere on the carburetor. Modifying the intake casting is not permitted. Modifying the main fuel jets is not permitted (other than drilling for size). Modifying the stock gaskets is not permitted. Modifying the stock butterfly or choke plate is not permitted. Drilling or modifying the float bowl is not permitted.

Fuel Pump vacuum Line -It is permitted for the rocker arm covers to be swapped so that the fuel pump vacuum comes from the left rear cover. Using rocker arm covers with breather hoses in both covers is allowed. It is also permitted to drill and tap (3/16") the intake turndown and install a fitting to run the vacuum line to this fitting. For more information on this process, please contact INEX headquarters. Restrictor plates (as currently delivered by U.S. Legend Cars International) must be used at tracks that mandate them. These plates must remain unaltered and must be installed in the stock configuration as listed below.

Bandolero Restrictor Plate Installation (only for use at racetracks that mandate the use of a restrictor plate)

- **One gasket (stock-un-cut) on top of the intake tube.**
- **One INEX restrictor plate (red or blue, whichever the track mandates) on top of the gasket ("INEX" up or down)**
- **One gasket (cut or un-cut) on top of restrictor plate**
- **One plastic spacer (cut or un-cut) on top of gasket**
- **One gasket (cut or un-cut) on top of plastic spacer.**
- **Carburetor intake on top of gasket.**

The above listed components must be stock as delivered by U.S. Legend Cars International. Any modification to increase airflow or bypass the restrictor plate will result in a one month suspension.

3. CLUTCH GEAR: The only NORAM clutch gear permitted is the 12, 13, 14 or 15 tooth as delivered by U.S. Legend Cars International. The only clutch springs allowed are the ones as delivered by U.S. Legend Cars International. The NORAM clutch otherwise must remain in its stock configuration as currently sold by U.S. Legend Cars International. No other modifications are permitted to the clutch (i.e.-use of a non-slip clutch, welding of the clutch). The clutch shoes must remain unaltered with the exception of regular maintenance by sanding the shoe face. The shoe must not be thinner than .180" to be measured at either end of the shoe (both ends must be .180" or more). Certain racetracks may require a mandatory gear combination.

14, 15, 16 tooth "Bully" clutches may be used only as delivered by USLCI.

4. ENGINE SEALS: ***The Briggs & Stratton Vanguard engines are sealed engines. Tampering, removing, altering the engine seals will result in an immediate disqualification, engine confiscation, loss of top 5 races from National Points at season end, and a period of 12 months of probation. Additionally the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. **INEX recommends that when purchasing an engine or car from a source other than US Legend Cars International, that the engine be inspected by the Engine Shop at US Legend Cars International headquarters, located in Harrisburg, N.C. prior to competition.** All repairs requiring removing the seal(s) must be addressed by the U.S. Legend Cars International Engine Shop.

5. ENGINE LOCATION & MOUNTING: The engine must be bolted directly to the engine plate on the frame as specified by U.S. Legend Cars International. No spacers or other forms of mounting other than stock will be permitted.

6. ENGINE REBUILDING: Only U.S. Legend Cars International may rebuild an engine. Contact U.S. Legend Cars International at (704) 455-3896 for service.

7. ENGINE SERIAL NUMBERS: All engine casings must have a serial number. Any engine casing without a serial number will be considered illegal and may not be permitted to be used in any INEX-sanctioned events. This engine will be confiscated immediately and sent to INEX.

8. EXHAUST SYSTEM: The header must remain within the stock dimensions, steel thickness, length, location and configurations of the original, as currently delivered by U.S. Legend Cars International. The internal components of the header may not be altered. Header wrapping (tape) is acceptable. Holes may not be drilled anywhere in the exhaust.

9. FUEL: Only petroleum-based unleaded or leaded gasoline as defined by the American Society of Testing and Materials (ASTM) is permitted. Briggs & Stratton recommends the use of 92 octane unleaded gasoline in all Vanguard 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 in the same levels as that are found in pump gasoline.

INEX reserves the right to require all cars use the same brand and designated grades of gasoline in a given event.

Specific Gravity -The specific gravity must fall between .710 to .770 at 60 degrees Fahrenheit.

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 INEX.

The specific elements which will be searched for include: propylene oxide, alcohols (all types), aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylidine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

Penalty for Fuel Rule violations -Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned is subject to a minimum 60 day suspension from the date the driver is notified of the test results. Suspensions will be determined by INEX based on the chemical composition of the additive in question.

10. "LEGAL" FUEL ADDITIVES: Lubrication or knock suppression additives are permitted provided the resulting mixture meets the specific gravity and lab analysis requirements.

11. FUELCELL: Only an INEX-approved fuel cell is permitted and it must remain in its stock location as currently delivered by U.S. Legend Cars International. Foam is mandatory in all fuel cells. Cars will not be permitted on the track without the foam in the fuel cell. All caps must be attached to the fuel cell. 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. Fuel Cooling Devices: Fuel cooling devices of any kind are not permitted on the car at any time. Fuel Cell Vent: The fuel cell vent must remain stock and in the same location as currently delivered by U.S. Legend Cars International, Inc.

12. FUEL FILTER: Aftermarket fuel filters may be used. No glass fuel filters will be permitted.

13. FUEL LINES: Fuel lines may not be located or run through the driver's compartment. Rubber or steel braided fuel lines may be used.

14. FUEL PUMPS: The fuel pump must remain stock as delivered by U.S. Legend Cars International. Electric fuel pumps are not permitted.

15. FUEL SHUT-OFF VALVE: Aftermarket fuel shut-off valves are permitted.

16. GAUGES: Analog gauges that record or display the following information only are permitted -RPM, oil pressure, oil temperature, and cylinder head temperature. Digital gauges are not permitted with the exception of Longacre and Intercomp lap timers, lapceivers (by RACEceiver) and Fastach Digital Tach (by SunDec, Corp.) as delivered by U.S. Legend Cars International. No other information may be recorded. Onboard telemetry systems are not permitted. Gauges that record or display wheel spin, shock travel, exhaust temperature, throttle position or G-force are not allowed at any time.

17. IGNITION SYSTEM: The complete ignition/engine control system must be the original OEM parts. Electronic throttle (traction) controls are not permitted. Spark Plugs - Any aftermarket spark plug may be used. Spark Plug Boots -These components must be stock parts as currently delivered by U.S. Legend Cars International.

18. OIL ADDITIVES: Any competitor caught using any of the following additives in the engine oil may be banned from all INEX-sanctioned events for a minimum of 60 days from the date of the infraction: hydrazine, toluene, dinitrotoluene, dioxane, propylene oxide, nitropropane or any additives determined by INEX to be hazardous.

19. OIL CATCH CANS: Only one 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 valve covers.

20. OIL CRANKCASE BREATHER: This breather may not be evacuated through the exhaust pipe (header). There may not be any additional breather holes for the crankcase (i.e. from the oil fill cap). It may only be routed by a hose from the stock crankcase breather opening or the valve covers.

21. REV-LIMITERS: All competitors must compete with a rev-limiter that is correctly hooked up and in use at all times. No quick disconnects may be used when hooking up the rev-limiter. The rev-limiter must be wired into the toggle switches as delivered by U.S. Legend Cars International. The rev limiter must remain stock (maximum 5,600 rpm) as currently provided by U.S. Legend Cars International. No modifications are permitted to the rev-limiter. If the rev-limiter does not work due to improper wiring or bad connections, the driver will be disqualified.

22. VALVE SPRINGS: The valve springs may be replaced with aftermarket steel springs. Only steel valve spring retainers and keepers are permitted. No titanium or other lightweight alloys are permitted. Adjusting the valves is permitted.

23. MUFFLERS: INEX-approved stock unaltered mufflers are mandatory. (Mufflers must remain as delivered from U.S. Legend Cars International)

SPECIFIC COMPONENT PROTESTING FOR BANDOLEROS

The purpose of the protest is to provide a "safety valve" to help keep the series competitive and to keep the cost of racing affordable. Only current INEX members or associate members may protest a component. (That person must show membership card to submit a protest.) Any specific components of a competitor's car may be protested by any driver finishing on the lead lap of that feature after the race for the amount designated in terms of cash or certified check. Note: **"On track" race calls cannot be protested to INEX. Filming protests or close up photos of tech is not permitted.**

TIME OF THE PROTEST: The protester's membership card, protest card and full payment (in cash or certified check no personal checks) must be presented to the INEX tech inspector no later than fifteen (15) minutes from the arrival of the winning car into tech. Time is determined by the head tech official. Once a protest is made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Tech inspectors will not accept verbal protests or protests which

are not accompanied by the required protest fee, protest card and protester's membership card.

CHECKING THE PROTEST: The protested component will be removed from the car or made available for inspection by the protested team's crew and inspected by the INEX tech inspector. The following people will be permitted to be present at the protest site: protested driver and crew (the crew shall leave once the part is removed), protester, INEX tech officials and a speedway management representative. If a decision at the track cannot be made, then the component will be sent to INEX for a final decision on legality. On a protest, it is the driver's duty to prove his legality, not the tech officials or protester's duty to prove the violation.

WHEN THE PROTEST FINDS A LEGAL COMPONENT: After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested (less reasonable inspection fees and shipping charges determined by INEX).

WHEN THE PROTEST FINDS AN ILLEGAL COMPONENT: After inspection, if the protested component is found illegal, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of INEX. The illegal parts will also be confiscated by INEX. The protest money will be returned to the team filing the protest. The driver who was found illegal will be responsible to pay for inspection fees and shipping charges in the form of a fine.

REFUSAL OF A PROTEST: If the driver of the protested car does not allow inspection under these terms, he will be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by INEX. The car will also be suspended from competition. **The protest may, at the discretion of the INEX official in charge, be declined if deemed to be malicious or spiteful. INEX may also penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.**

- *A driver may only be protested by one other competitor at each event. (If more than one protest is filed against a competitor, the driver with the higher finishing position in that race will be allowed the protest.*
- *No driver may file a protest more than 3 times during the calendar year.*
- *Protestor must verify that the tech inspector has the special equipment necessary for the test, if applicable.*

*** INEX may penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.**

Choice of one (1) of the following items to be protested:

\$200.00 -Engine Seal

\$50.00 -Air Filters

\$100.00 -Rev Limiter

\$200.00 -Fuel (Laboratory Test)

\$150.00-Exhaust System (check header and/or muffler)

\$100.00 -Total Weight (minimum weight)

\$100.00 -Rear Axle

\$150.00 -Shocks (Check rear shocks)

\$150.00 -Spindle (Left & Right)

\$100.00 -Wheels

\$100.00 -Front Bumper or Rear Bumper meets all specs.

\$200.00 -Carburetor

\$50.00 -Durometer test of tires

\$500.00 -Engine Inspection (Engine – Top to bottom. Un-plug wires, throttle cable, fuel line. Remove headers, clutch. Un-bolt engine and ship to INEX)

INEX Inspector will oversee shipment of engine.

* Reasonable fee to be determined by the INEX official for other specific items.

2013 INEX POINTS SYSTEM

All local tracks and/or local series will establish their own policies for awarding points for their own seasons. INEX does not control or decide how these local or regional points will be issued.

The following rules will determine points awarded in all INEX State, INEX National, INEX International, and INEX National Tour classes:

1. Only licensed INEX Members will receive points at INEX sanctioned events. It is up to the driver to make certain that each race is an INEX National Points event and that the track submits race results. **Drivers submitting an INEX application properly filled out and submitted to a certified INEX official, prior to the race, will count as a licensed member.**

2. For all INEX National, State, and World points, only one feature race per surface type, per day allowed except in the case of a rescheduled rain-out/makeup race with prior INEX approval (EIRI). All rainouts will be scheduled on off days when allowable. Rain outs scheduled for the following day can be allowed without prior INEX approval. A double feature will only be scheduled when the main event-starting grid has been set and no open dates can be arranged. That make-up race will award points only to those drivers who qualified for, or attempted to qualify for, starting positions prior to the rain out. If a promoter wants to include all competitors in a rain make up event, only those eligible will receive INEX points. If a driver races in two races in any given day the first race run will be the only one counted for INEX points (EIRI). Track and local series points issued are at the sole discretion of the local promoter and/or the series director.

3. Double feature events will only count the first feature run, except in the case of a rain-out (see above).

4. A member must compete in a feature race, semi-feature race, or last chance event in order to receive points. There will be no points awarded if a driver does not advance past the initial qualifying events.

5. Semi-Pros and Young Lions when racing in the same race will share points as one class unless BOTH classes have 5 or more INEX licensed drivers. Then, even if the race is run as one group, the results will be split therefore giving both the Semi-Pro and Young Lion drivers who finished first a 100 point win.

6. Events (including "B" mains) with less than five (5) competitors, for each division, (Thunder Cars, Young Lions/Semi-Pro, Pro, Master, Bandits, Outlaws) in the feature race will receive points according to the place finished with "ghost racers" filling the field necessary to five. Example-a feature that contains 8 Masters and 3 Pros will award full points to all Masters drivers, the top Pro

driver will receive points equivalent to 3rd place or 94. In World Road Racing, the ghost racers will only fill the field necessary to three. For example-a road race feature that contains 8 Masters and 3 Pros will award full points to drivers in both divisions. **Non-INEX members will not count towards the minimum five competitor requirement.**

Depending on track availability, time constraints, promoter's discretion, the divisions may be combined together as one feature race. Drivers will receive points within their respective division towards state and national championship. For example, if a Masters driver finishes 5th over all, in a combined race and he/she is the 1st Masters finisher, and there are five or more Masters then he/she will receive 100 points for 1st place in the Masters division.

7. All results are made official when received at INEX headquarters in Harrisburg, North Carolina. In order to be declared official, results must be on track letterhead or on the official race results sheet issued by INEX. Results must be submitted in a timely manner and will not be counted towards driver standings if received after Friday, October 18, 2013. If you have missing results call your local track or INEX to arrange to have those finishes submitted. Once posted to the official US Legends/ INEX website, any disputed finishes must be submitted to INEX within a two-week period.

8. Points are non-transferable between divisions. The Division you declare at the beginning of the season on your INEX membership application and approved by INEX is where you will be scored. **If a drivers wishes to change divisions during the 2013 season, he/ she will begin a new point accumulation for that division and not be eligible for awards/honors in the other division.**

9. Points are awarded as follows:

A-Feature

| Finish | Points | Finish | Points |
|------------------------|---------------|------------------------|---------------|
| 1st | 100 | 15th | 68 |
| 2nd | 97 | 16th | 67 |
| 3rd | 94 | 17th | 66 |
| 4th | 91 | 18th | 65 |
| 5th | 88 | 19th | 64 |
| 6th | 86 | 20th | 63 |
| 7th | 84 | 21st | 62 |
| 8th | 82 | 22nd | 61 |
| 9th | 80 | 23rd | 60 |
| 10th | 78 | 24th | 59 |
| 11th | 76 | 25th | 58 |
| 12th | 74 | 26th | 57 |
| 13th | 72 | 27th | 56 |
| 14th | 70 | 28th | 55 |

10. Interpretation of the rules as they apply to issuing points shall be at the discretion of INEX. Additional races scheduled after September 1st may not be considered for INEX points.

11. SPECIAL EVENTS

INEX may award points at events not included in the regular calendar racing season. These events will be open to all INEX licensed competitors.

B-Feature or last chance event:

- 1) Transfer spots to A-Feature receive zero (0) points until finish in A-Feature.
 - 2) Non-transfer spots begin at fifty (50) points and reduce by one (1) point per position.
 - 3.) B-main drivers will count toward the total number of drivers in each class for that event.
- *Disqualifications in a feature event will receive zero (0) points.

12. TIE-BREAKERS

In case of **ANY** ties in National, State, or Touring Championship points, the following will determine a champion:

- 1.) The driver's finishing position at the National Event in that driver's class.
- 2.) Most Class wins (all events on specific track surface)
- 3.) Most 100 Point wins (all events on specific track surface)
- 4.) Most 97 Points finishes (all events on specific track surface)
- 5.) Highest point percentage (all events on specific track surface)
- 6.) Highest top 5 percentage (all events on specific track surface)
- 7.) Co-Champions (if still tied after all of the above)

2013 zMAX LEGENDS NATIONAL TOURING SERIES

INEX members will accumulate points toward the zMAX National Touring Series by competing at any of the Legends Regional Qualifier events. All Qualifier events will count including Dirt, Asphalt and Road Course events. INEX will count a driver's best eight finishes to determine a champion. Tie breakers will be as follows: 1.) Total points received from all Nationals attended based on the INEX point scale (ex. -100, 97, 94, etc.). 2.) Best finish at any National event. 3.) Total points accumulated from all National Touring Series events. 4.) If still tied, co-champions will be recognized.

2013 NATIONAL RACES / QUALIFER RACES

2013 Asphalt National Championship Race:

The 2013 Asphalt National Championship Race will be held at Lake Erie Speedway on September 12th – 15th.

2013 Dirt National Championship Race:

The 2013 Dirt Nationals will be held at Beaver Dam Raceway on September 6th – 7th.

2013 Bandolero National Championship Race:

The 2013 Bandolero National Championship Race (Bandits and Outlaws) will be held at Bethel Motor Speedway on August 17th.

2013 Road Course World Finals Championship

Race:

The 2013 Road Course World Finals Championship Race (Pro, Master, Semi-Pro, Young Lion, and Thunder Roadster) will be held at Las Vegas Motor Speedway on December 6th- 7th.

2013 Thunder Car National Championship Races:

The 2013 Thunder Car National Championship (Oval) will be announced at a later date.

All state champions, top 10 in national points, and any promoter options will also be eligible to compete in the 2013 Race of Champions at any National Championship Event.

Any member of INEX is eligible to compete and encouraged to attend any of these events.

2013 Asphalt, Dirt, Road Course, and Thunder Car National Qualifier Races:

National qualifier races will be held at various speedways worldwide in which the first Pro, Master, Semi-Pro and Young Lion driver will become eligible for a provisional starting spot in their 2013 National Championship Race. If the top finishing driver is already eligible that eligibility becomes available to the next in line. These drivers will still go through the normal qualifying procedures at the Nationals. If the eligible starters fail to qualify for the A-Main on their own merits, then the top six eligible provisional starters will be placed to the rear of the A-Main based on their finish in preliminary (B,C,D) events. Qualifier races will also award National Touring points to determine a 2013 Touring champion in Young Lions, Semi-Pro, Masters, and Pro.

2013 LEGEND CARS NATIONAL / STATE ASPHALT SERIES

2013 National Asphalt Points Series: (February 18th through October 6th, 2013)

INEX members will accumulate points at feature events competed on asphalt during this time period. A driver's best **twenty-four (24)** finishes plus their best **Regional Qualifier** finish will count towards their national points standing. This makes a total of **Twenty-Five (25) races**. There shall be a point champion in each of the following divisions: Pro, Master, Semi-Pro, Young Lion, and Golden Master. Only drivers will receive points, not the car or team owners. A driver must designate which division they want to receive points on their INEX application.

2013 State Asphalt Points Series: (February 18th through October 6th, 2013)

INEX members will accumulate points at all asphalt feature events competed in during this time period. These points will count towards their state points standing. The top driver in national points **FROM** each state will receive the individual STATE Championship award. There shall be a state point champion in each of the following divisions: Pro, Masters, Semi-Pro and Young Lions. **In order to receive an asphalt state championship awards, prizes and honors, that driver must receive points in a minimum of ten (10) INEX-sanctioned events.** Only drivers will receive points, not the car or team owners. A driver must designate which division they want to receive points on their INEX application. A member will only be eligible to win a state championship based on the home state as recorded on their INEX application. Members using a PO Box for their address must provide a verifiable hard street address. All races (from any state) will count towards a driver's state championship points standing.

All state champions, top 10 in national points, and any promoter options will also be eligible to compete in the 2013 Race of Champions at any National Championship Event.

2013 LEGEND CARS NATIONAL / STATE DIRT SERIES

2013 National Dirt Points Series: (February 18th through October 6th, 2013)

INEX members will accumulate points at feature events competed on dirt during this time period. A driver's best **nineteen (19)** finishes plus their best **Regional Qualifier** finish will count towards their national points standing. This makes a total of **Twenty (20) races**. There shall be a point champion in each of the following divisions: Pro, Master, Semi-Pro, Young Lion, and Golden Master. Only drivers will receive points, not the car or team owners. A driver must designate which division they want to receive points on their INEX application.

2013 State Dirt Points Series: (February 18th through October 6th, 2013)

INEX members will accumulate points at all dirt feature events competed in during this time period. These points will count towards their state points standing. The top driver in national points **FROM** each state will receive the individual STATE Championship award. There shall be a state point champion in each of the following divisions: Pro, Masters, Semi-Pro and Young Lions. **In order to receive a dirt state championship awards, prizes and honors, that driver must receive points in a minimum of ten (10) INEX-sanctioned events.** Only drivers will receive points, not the car or team owners. A driver must designate which division they want to receive points on their INEX application. A member will only be eligible to win a state championship based on the home state as recorded on their INEX application. Members using a PO Box for their address must provide a verifiable hard street address. All races (from any state) will count towards a driver's state championship points standing.

All state champions, top 10 in national points, and any promoter options will also be eligible to compete in the 2013 Race of Champions at any National Championship Event.

2013 LEGEND CAR and THUNDER CAR NATIONAL / STATE WORLD ROAD RACE SERIES

2013 World Road Course Points Series for Legends and Thunder Cars: (January 1st, 2013 through 2013 World Finals)

INEX members will accumulate points at feature events competed on road courses during this time period. A driver's best **ten (10)** finishes plus their best **Regional Qualifier** and their finish at the **World Finals** will count towards their national points standing. This makes a total of **Twenty (12) races** (10 local races, 1 regional race and 1 World Final Race). There shall be a point champion in each of the following divisions: Pro, Master, Semi-Pro, Young Lion, Golden Master, and Thunder Car. Only drivers will receive points, not the car or team owners. A driver must designate which division they want to receive points on their INEX application.

2013 State Road Course Points Series: (January 1st, 2013 through 2013 World Finals)

INEX members will accumulate points at all road course feature events competed in during this time period. These points will count towards their state points standing. The top driver in national points **FROM** each state will receive the individual STATE Championship award. There shall be a state point champion in each of the following divisions: Pro, Master, Semi-Pro, Young Lion, and Thunder Car. **In order to receive a road course state championship awards, prizes and honors, that driver must receive points in a minimum of ten (10) INEX-sanctioned events.** Only drivers will receive points, not the car or team owners. A driver must designate which division they want to receive points on their INEX application. A member will only be eligible to win a state championship based on the home state as recorded on their INEX application. Members using a PO Box for their address must provide a verifiable hard street address. All races (from any state) will count towards a driver's state championship points standing.

All state champions, top 10 in national points, and any promoter options will also be eligible to compete in the 2013 Race of Champions at any National Championship Event.

2013 THUNDER CAR NATIONAL / STATE SERIES

2013 National Asphalt Points Series: (February 18th through October 6th, 2013)

INEX members will accumulate points at feature events competed on asphalt during this time period. A driver's best **twenty (20)** finishes will count towards their national points standing. Only drivers will receive points, not the car or team owners.

2013 State Asphalt Points Series: (February 18th through October 6th, 2013)

INEX members will accumulate points at all asphalt feature events competed in during this time period. These points will count towards their state points standing. The top driver in national points **FROM** each state will receive the individual STATE Championship award. **In order to receive an asphalt state championship awards, prizes and honors, that driver must receive points in a minimum of ten (10) INEX-sanctioned events.** Only drivers will receive points, not the car or team owners. A member will only be eligible to win a state championship based on the home state as recorded on their INEX application. Members using a PO Box for their address must provide a verifiable hard street address. All races (from any state) will count towards a driver's state championship points standing.

All state champions, top 10 in national points, and any promoter options will also be eligible to compete in the 2013 Race of Champions at any National Championship Event.

2013 USLCI DIRT MODIFIED NATIONAL SERIES

2013 National Dirt Modified Points Series: (February 18th through October 6th, 2013)

INEX members will accumulate points at feature events competed on dirt during this time period. A driver's best **fifteen (15)** finishes will count towards their national points standing. Only drivers will receive points, not the car or team owners.

2013 BANDOLERO CARS NATIONAL / STATE SERIES

Bandolero 2013 National Points Series: (February 18th through October 6th, 2013)

INEX members will accumulate points at feature events competed in during this time period. A driver's best **twenty (20) finishes** plus their best **Bandolero Championship Race** finish will count towards their national points standing. This makes a total of **Twenty-One (21) races**. There will be a Bandolero Championship race in each area that shall count as single state and national points. There shall be a point champion in each of the following divisions: Bandits and Outlaws. Only drivers will receive points, not the car or team owners. A driver must designate which division they want to receive points on their INEX application. **Asphalt races, dirt races and road course races all count towards this point championship.**

Bandolero 2013 State Point Series: (February 18th through October 6th)

INEX members will accumulate points at feature events competed in during this time period. These points will count towards their state points standing. The top driver in national points **FROM** each state will receive the individual STATE Championship award. There shall be a point champion in each of the following divisions: Bandits and Outlaws. **In order to receive a state championship awards, prizes and honors, that driver must receive points in a minimum of ten (10) INEX-sanctioned events.** Only drivers will receive point, not the car or team owners. A driver must designate which division they want to receive points on their INEX application. A member will only be eligible to win a state championship based on the home state as recorded on their INEX application. Members using a PO Box for their address must provide a verifiable hard street address. All races (from any state) will count towards a driver's state championship points standing.

2013 LEGEND AND BANDOLERO CARS INTERNATIONAL SERIES

INEX members will accumulate points at feature events competed in during their respective and chosen fields. There shall be a point champion **FROM** each country (Canada will be split East, Central, West) represented in the National Point System from each division necessary (Pro, Master, Semi-Pro, Young Lion, Outlaw, Bandit). Only drivers will receive points, not the car or team owners. A driver must designate which division they want to receive points on their INEX application.

PROHIBITED PRIVATE USE FOR PRACTICE OR TESTING ON THE FACILITIES FOR NATIONAL EVENTS:

It is prohibited that any INEX member(s) reserve a facility for private practice or testing on the site of any National event(s) one week prior to the event. Practice open to all competitors is acceptable.

***Any INEX member who violates this policy will not be permitted to participate in the National event at that facility!**

INCLEMENT WEATHER / CANCELLATION OF AN INEX-SANCTIONED EVENT:

In the event of rain or other conditions, it may be necessary for the Race Director/Promoter to adjust the order of the event schedule, length of races, practices and qualifying sessions, or to stop the program completely. Should this occur, the Race Director/Promoter shall make every effort to resume the schedule in a timely fashion if conditions improve. It is their sole discretion as to what decision they make and their decision is final.



END NOTES:

1. ALWAYS HAVE FUN!!!

2. This is a professional organization and all participants are expected to conduct themselves accordingly. Drivers (and their car owner if the driver is under 18 years of age) are responsible for the conduct of all persons connected with the team. Let's remember that in order for our sport to grow, we need the support of the spectator. Please give all spectators the respect that you would like to receive from them. We want to promote OUR sport as "A Family Sport."

3. The Legends Cars, Thunder Cars, and Bandolero Cars are designed for racing use only! The car may NOT be modified for street use!

4. Carefully check your car at all times before driving it. Pay particular attention should be paid to loose wheels, a loose seat, loose or damaged suspension parts and loose body panels and parts.

5. When first driving the car, it is highly recommended that you warm the engine up for at least three slow laps and gradually work up to speed. Following that, carefully sense any problems with the car. If you encounter a vibration of any kind, you should pull the car into the pits immediately and have it checked.

6. Our members and associate members will always be "number one" to us; however some very important people are contributing their time and money supporting Legends Cars, Bandoleros and Thunder Car racing. Track owners and promoters work long, hard hours preparing for racing events at their facilities. They spend money and time encouraging old and new fans to come out and watch you race. PLEASE REMEMBER TO THANK THEM FOR GIVING YOU THE OPPORTUNITY TO RACE.

7. The Press is also very important to our sport. They are doing their part in keeping Grass Roots Racing in the spot light. The Press is always looking for information. It is up to us (the sanctioning body, the promoters and the drivers/owners) to provide them with material related to our efforts.

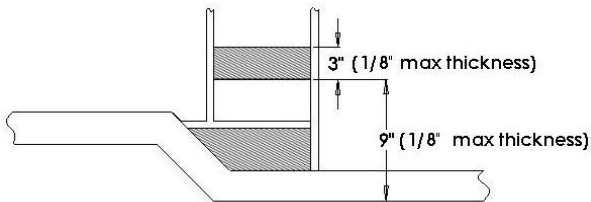
8. The Series Sponsors are also very important to our sport.

Note these rules are subject to change during the racing season. The officials' interpretation of these rules is FINAL.

APPENDIX

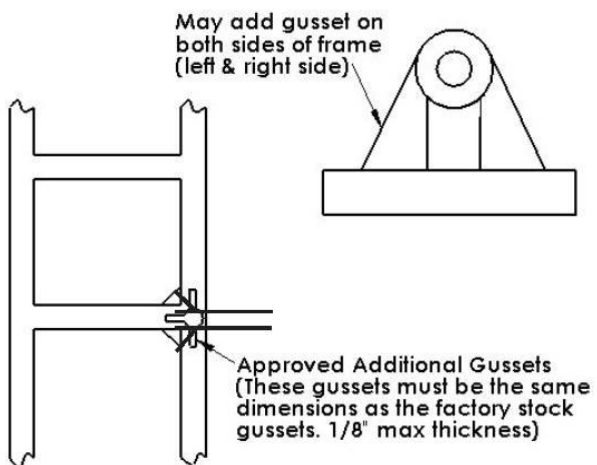
GUSSETS & MODIFICATIONS THAT ARE PERMITTED TO BE ADDED TO EXISTING LEGENDS CARS AND PARTS

Front Clip Support

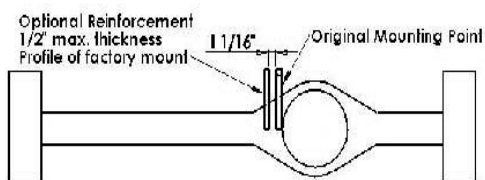


APPENDIX

Upper Link & Rear Trailing Arm Pickup Points



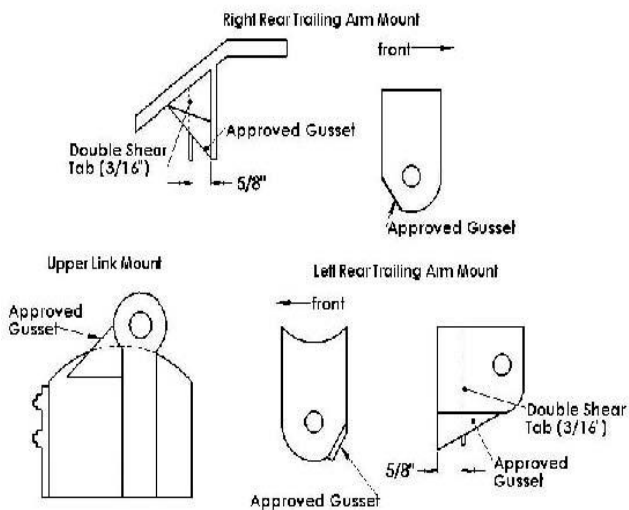
Rear End Housing Upper Link & Rear Trailing Arm Pickup Point



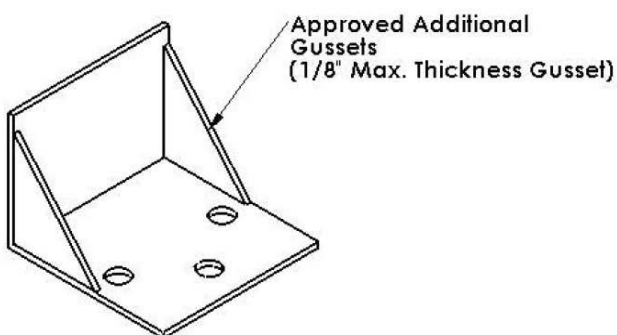
(This reinforcement will secure the opposite side of the rod end of the upper link)

Back View of Housing

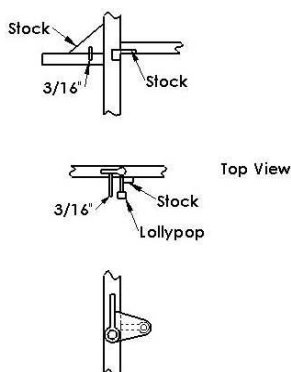
Approved Rear Gussets (Max. 3/16" thick)



Steering Rack Plate

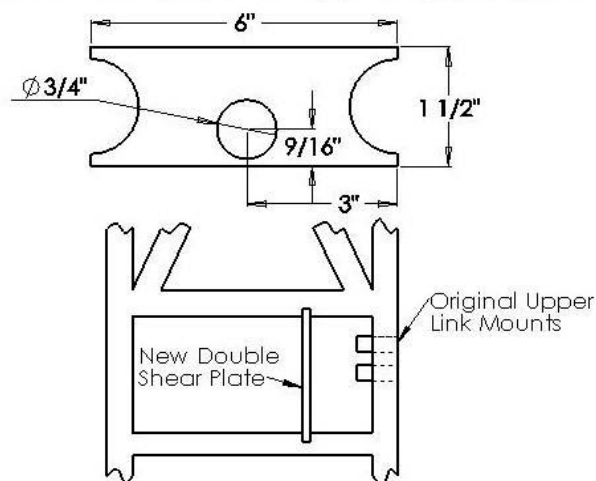


Upper Link Double Shear Mount (Chassis Side)



GUSSETS & MODIFICATIONS THAT ARE PERMITTED TO BE ADDED TO EXISTING THUNDER ROADSTERS AND PARTS

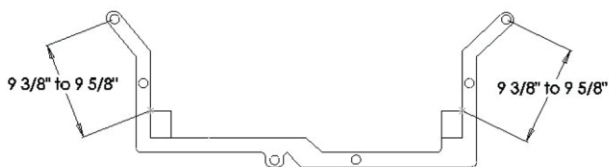
Thunder Roadster Upper Link Mount



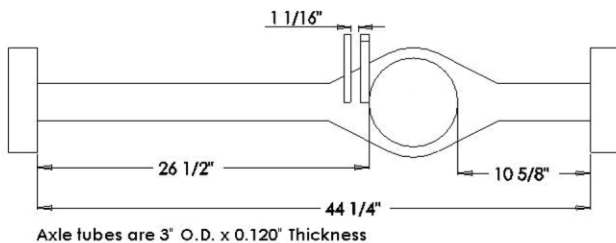
LEGENDS CARS FACTORY STOCK SPECIFICATIONS

(These are some of the factory specifications. This is not a complete list of all the factory specifications. If the information you need is not listed in the rulebook, please contact U.S. Legends Cars for the correct factory specifications.)

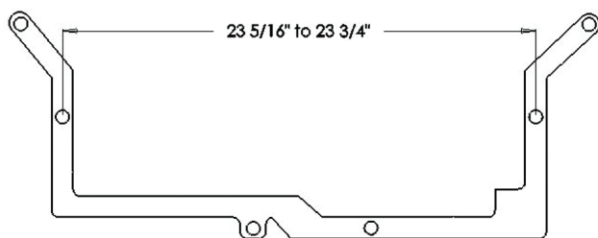
Shock Tower



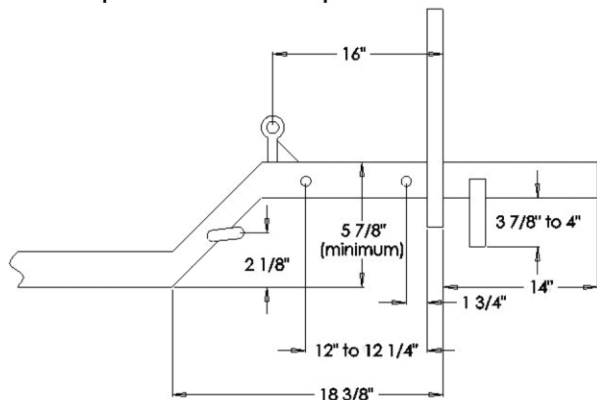
Legends & Thunder Roadsters Rear End Housing



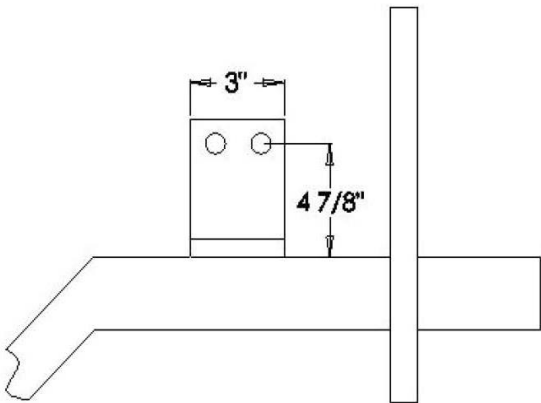
Legends Shock Tower



Legends Left Side Motor Mount Pickup Points & Front Clip Measurements



Legends Right Side Motor Mount



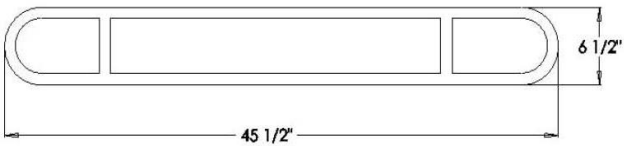
Aluminum mounts or extra holes are illegal.

Legends Front & Rear Bumper

(1" Steel Tube)

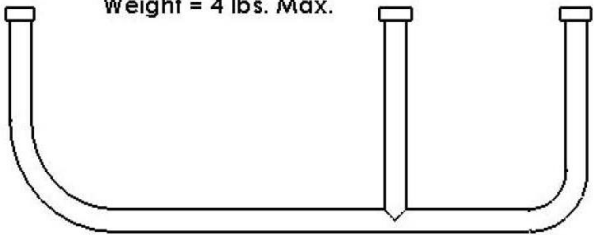
(8 lbs. Max. Weight)

Reinforced Rear Bumper - (9 1/2 lbs. Max. Weight)



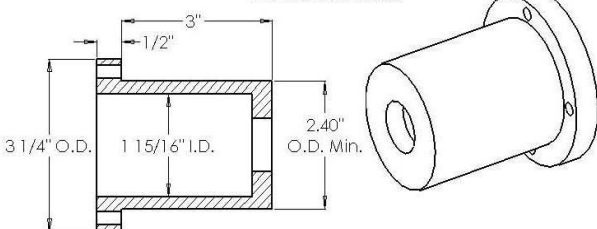
Legends Right & Left Nerf Bars

Weight = 4 lbs. Max.

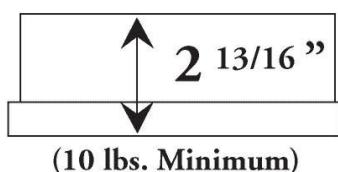


Legends & Thunder Roadster Sprocket Adapter

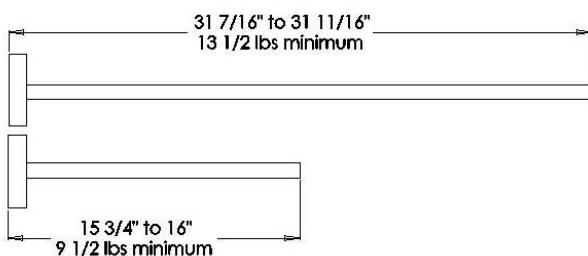
2 1/4 lbs. min. Weight



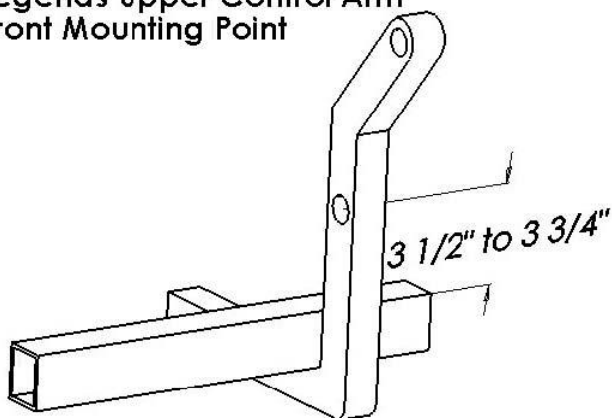
Legends & Thunder Roadster Brake Drum



Legends & Thunder Roadster Axles



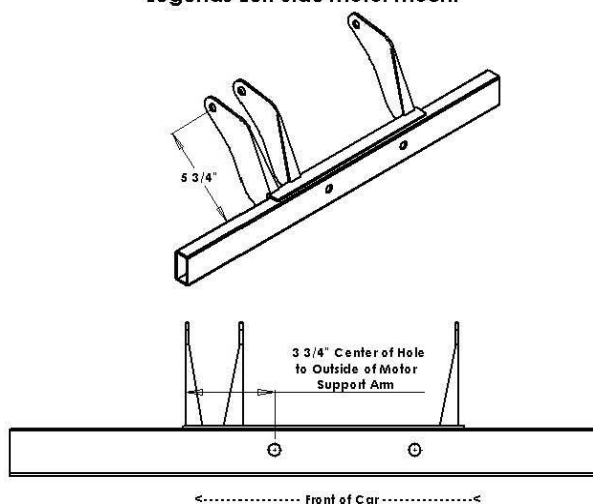
Legends Upper Control Arm Front Mounting Point



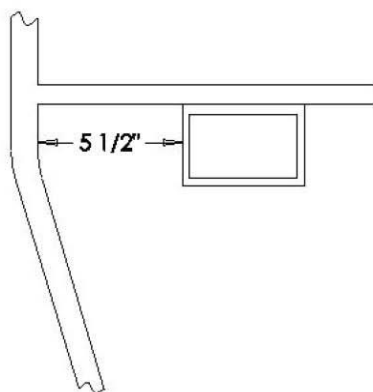
3 1/2' to 3 3/4" (from the top of the frame to the center of the pick-up point holes)

(MEASURED STRAIGHT UP AND DOWN)

Legends Left Side Motor Mount



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 framerrail to the outside of the battery box.

OFFICIAL 1200 ENGINE SPECS AND TOLERANCES OF THE YAMAHA FJ1200/XJR1200

Engine Type: Air cooled 4-Stroke gasoline

Carburetor: Bs36 X 4 Mikuni

Displacement: 1,188 cm³ (max. 1,203 cm³ permitted)

Bore: 77.0 mm (3.032 in.) with a max. .022 in. overbore permitted.

Stroke: 63.8 mm (2.512 in.)

Compression Ratio: 9.7:1 (max.10.0:1permitted)

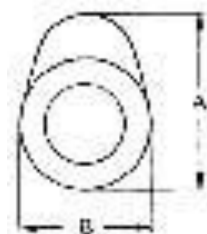
Starting System: Electric Starter

Cam Shafts:

Intake "A" 35.95 to 36.05 mm (1.415 to 1.419 in.) Min. limit 35.85 mm (1.411 in.) Intake "B" 28.25 to 28.35 mm (1.106 to 1.116 in.) Min. limit 28.15 mm (1.106 in.)

Exhaust "A" 35.95 to 36.05 mm (1.415 to 1.419 in.) Min. limit 35.85 mm (1.411 in.) Exhaust "B" 28.25to28.35mm(1.106to1.116in.) Min. limit 28.15 mm (1.106 in.)

DIAGRAM OF CAM SHAFT LOBE



Cam Chain:

Type/# of lobes 79RH2015 (Silent Chain)/156 links Adj. method Automatic (Manual is permitted)

Valves:

Head Diameter: Intake: 28.9to29.1mm (1.138to1.146in.) Exhaust: 24.9to25.1mm (0.980to0.988in.) Stem Outer Diameter: Intake: 5.475to5.490mm (0.2156to0.2161in.) Min. limit: 5.445 mm (0.2144 in.) Exhaust: 5.460to5.475mm (0.2150to0.2155in.) Min. limit: 5.430 mm (0.2138 in.)

Valve Guide Inside Diameter:

Intake: 5.500to5.512mm (0.2165to0.2170in.) Max. limit: 5.550 mm (0.219 in.) Exhaust: 5.500to5.512mm (0.2165to0.2170in.) Max. limit: 5.550 mm (0.2190 in.)

Transmission:

Type: Constant mesh, 5-speed

Gear Ratio: 1st -40/14 (2.857) 2nd -36/18 (2.000) 3rd - 33/21 (1.571) 4th -31/24 (1.291) 5th -29/26 (1.115)

Legend Car Engines:

The only engines that can be used in Legends Cars at INEX sanctioned events are the 1200 (unsealed), 1219 (sealed) and the 1250 (sealed).

The 1200 must meet the rules as outlined in the current rulebook. The 1219 must remain sealed as a 1219.

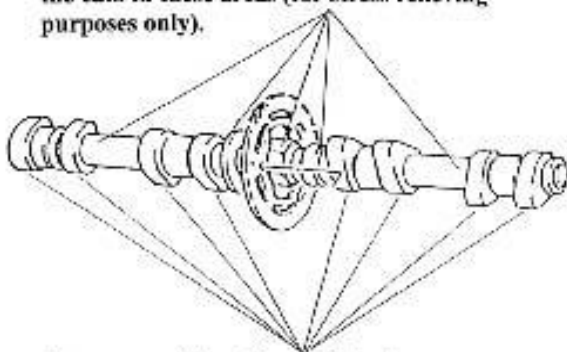
However, you can restore the 1219 back to a 1200 that meets the rules for a 1200 as outlined in the current rulebook (this engine will have a 1200 serial number). The 1250 must remain sealed and may not be restored to a 1200 (this engine will have a serial number with a P503E or a P506E prefix).

The 1250 engine with the 1250 serial number can only be raced as a sealed engine.

STOCK YAMAHA CAMSHAFT

STRESS RELIEVING THE CAMSHAFTS

INEX has approved polishing the shaft of the cam in these areas (for stress relieving purposes only).



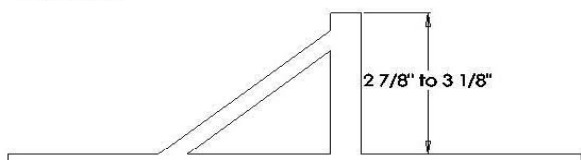
You may not alter the cam lobe in any way. (The sides of the cam lobe must remain untouched, with casting marks on them).

BANDOLERO CAR FACTORY STOCK SPECIFICATIONS

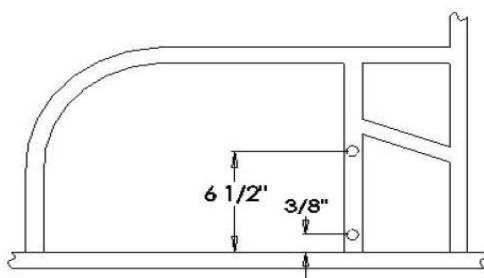
This is some of the factory specifications; this is not a complete list of all factory specifications. If a specification you need is not listed in the rulebook, please contact US Legend Cars International for the factory measurement.

Bandolero Panhard Rod Mount

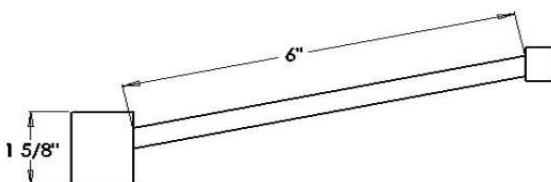
The panhard rod mount must measure $2\frac{7}{8}$ " to $3\frac{1}{8}$ ". To be measured from the top of the square tube of the chassis to the top of the mount (no spacers are allowed on the top of the mount).



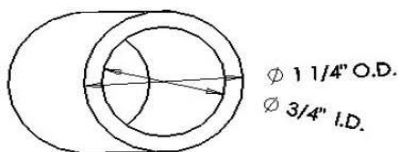
Bandolero Rear Trailing Arm Mount



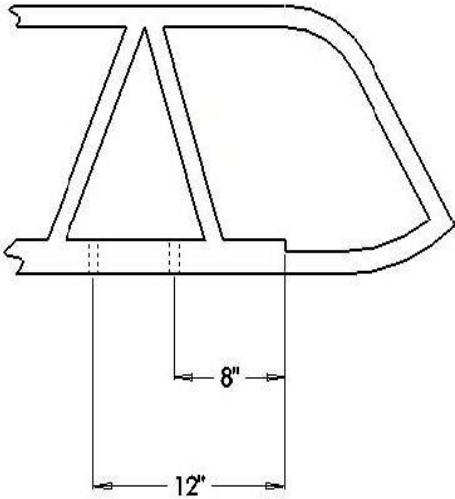
Bandolero Spindle



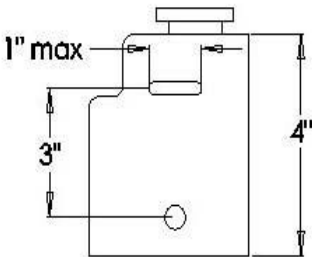
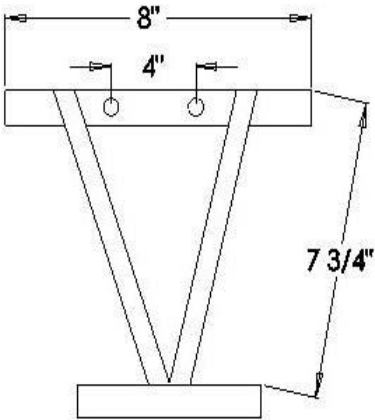
Bandolero Axle Tube Thickness



Bandolero Lower Control Arm Mount



Bandolero Lower Control Arm



PROTEST CARD

Only current INEX members / associate members may protest a component. (Must show INEX membership card) Any specific engine component (that is not secured by an INEX seal), rear end or suspension components of a competitor's car may be protested by any INEX member in that feature after the race for the amount specified in the current INEX rulebook, in the form of cash, certified check (no personal checks).

TIME OF THE PROTEST: The protest card and full payment must be presented to the INEX tech inspector (or INEX representative) no later than fifteen (15) minutes from the arrival of the winning car into tech. Time is determined by the head tech official. Once a protest is made, it may not be withdrawn.

REMOVING THE PROTESTED COMPONENT: The protested component will be removed from the car (or made ready for inspection) by the protested teams crew and then inspected by the INEX inspector (or INEX representative). If a decision at the track cannot be made, then the component will be sent to INEX for a final decision on legality of the component.

IF THE COMPONENT IS FOUND ILLEGAL: The driver of that car will be disqualified from that event and face the possibility of further penalties at the discretion of INEX. The protest money will be returned to the team filing the protest.

IF THE COMPONENT IS FOUND LEGAL: The protest fee will be given to the car owner who owns the protested component (less applicable inspection fees & shipping charges). If the component is found legal and the checking of that protested component requires an engine re-assembly, the protester will be responsible for the cost of re-assembling that engine.

DRIVER INFORMATION

Protester Name: _____

INEX Membership Number: _____

Feature Finishing Spot: _____

Driver (Protested) Name: _____

INEX Membership Number: _____

Feature Finishing Spot: _____

INEX INSPECTOR INFORMATION

Chassis Number (If Necessary): _____

Engine Number (If Necessary): _____

Date: _____

Time: _____

Speedway: _____

INEX Official: _____

PROTEST OF A SPECIFIC COMPONENT

Choose one of the items listed in the current INEX rulebook to be protested and fill in appropriate section below: (only one item may be protested per car, per event)

Legends Car

Item Being Protested:

Protest Fee: _____

Bandolero Car

Item Being Protested:

Protest Fee: _____

Thunder Roadster

Item Being Protested:

Protest Fee: _____

Protest fee for an item not listed in the current INEX rulebook will be determined by the INEX official at the track.

It is the protesters responsibility to check with the INEX official to see that the proper testing equipment is at the track.

Refusal of a protest will lead to a disqualification of that car and possible additional penalties as determined by INEX.

PROTESTER SIGNATURE:

PROTESTED SIGNATURE

INEX OFFICIAL SIGNATURE:

Purse and points are to be distributed after a final decision on the protest has been made by INEX (or the INEX official at the track).

NOTES