

- \$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/or muffler)
- \$100.00 - Total Weight (between min. & max. weight)
- \$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
- \$200.00 - Engine Seals**

*TBD - Reasonable fee to be determined by the INEX

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

BRIGGS & STRATTON BANDOLERO CAR SPECIFICATION RULES

BANDOLERO CARS:

1. ***BANDITS:*** (Drivers between the ages of 8 - 11).
2. ***YOUNG GUNS:*** (Drivers between the ages of 12 - 15).
3. ***OUTLAWS:*** (Drivers age 16 and older).

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) unless; he or she decides to move up at their own discretion. For example, if a driver is 11 years old when the season begins and has a birthday in July, the driver does not have to progress into Young Guns until January 1 of the next year, but may choose to compete in the next division as of January 1 of the current season. 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.

No expressed or implied warranty of safety shall result from

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 2000 Snell SA rating, 2005 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. A full-face helmet is 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 automotive racing shoes.

7. ***ROLL BAR PADDING:*** Roll bar padding (SFI-45.1) on all bars within one foot of drivers 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. Lumbar supports are highly recommended.

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 drivers 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. ***INEX APPROVED HEAD AND NECK RESTRAINT SYSTEMS (HUTCHINS, HANS, D-CELL, G-FORCE) ARE MANDATORY FOR ALL DRIVERS 15 YEARS OF AGE AND YOUNGER AND HIGHLY RECOMMENDED***

FOR ALL DRIVERS.

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 dzeus buttons and other nuts and bolts throughout 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 600 Racing, Inc. 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 result in an immediate disqualification and confiscation of the illegal parts. The wall thickness for the axle is 1/4".

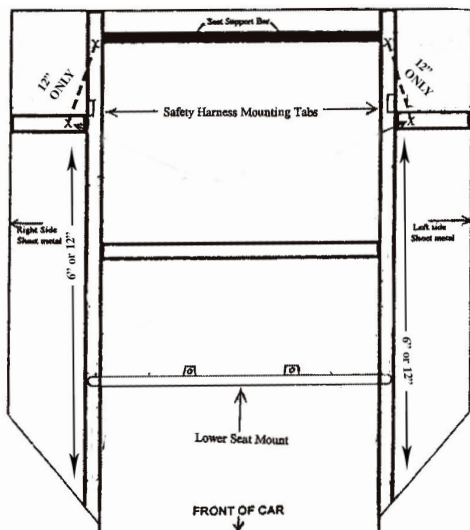
3. ***BALLAST:*** A maximum of two (2) blocks of lead are permitted on either the left or right sides of the car in the diagonal position. A maximum of two (2) 12" blocks or four (4) 6" blocks of lead are permitted on either the left or the right side of the drivers seat for a total of eight (8) 12" 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 (aprox. 20 lbs.)
2. 12" long x 2-1/2" wide x 3/4" deep (aprox. 10 lbs.)
3. 6" long x 2 1/2" wide x 1 1/2" deep (aprox. 10 lbs.)
4. 6" long x 2 1/2" wide x 3/4" deep (aprox. 5 lbs.)
5. 12" long x 1 1/4" wide x 1 1/2" deep (aprox. 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 appr



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 but intentional weight saving modifications are not permitted. All bolts must be magnetic, aluminum and titanium bolts are illegal.

6. **BRAKES:** The brake caliper and brake disc must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered by 600 Racing, Inc. Brake pad may be replaced with any aftermarket brake pad. 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 into 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 anytime for competition. Hard metal lines are not permitted. Brake lines may not run through the drivers compartment.

8. **BRAKEMASTERCYLINDER:** The brake master cylinder must remain stock, within the stock dimensions, location and configurations as currently delivered by 600 Racing, Inc. 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 600 Racing, Inc. 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 anytime.**

Bumper Tabs - The bumper tabs must be stock as delivered by 600 Racing, Inc. 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 anytime. An INEX technical inspector will disqualify a driver after a race if the repaired bumper violates this rule.

10. **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, “Y” for Young Guns 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.

11. **CHAIN GUIDE:** Stock chain guides as delivered by 600 Racing, Inc. are mandatory for all Bandolero Cars. The chain guide attaches to both sides of the sprocket on the axle.

12. **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.

13. **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.

14. **FIREWALL:** A metal firewall is mandatory. Minimum thickness .036”

15. **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 600 Racing, Inc. at (704) 455-3896.

Serial number plates - All cars & frames competing as Bandolero Cars must be produced by 600 Racing Inc. 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 600 Racing, Inc. 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 600 Racing, Inc. 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, 600 Racing, Inc. 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.

16. **GEAR SPROCKETS:** Any combination of stock axle gear sprockets may be used (unless a "gear rule" is in place at a particular track).

17. **HEIM ENDS:** Only steel, magnetic, heims as currently delivered by 600 Racing, Inc. are permitted on a Bandolero Car. The stock heims are designed to bend/break and absorb energy under impact.

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

19. **MANDATORY SERIES SPONSOR DECALS and PATCHES:** Briggs & Stratton, Bandolero Decals, Dyno Cams, BFGoodrich Tires 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.

20. **MIRRORS:** Competitors may add a mirror for rear vision mounted within the driver's compartment or outside the doors (as delivered by 600 Racing, Inc.). The type of mirror(s) shall be the choice of each individual driver. Mirrors may not be permitted at certain tracks.

21. **NERF BARS:** The nerf bars must remain within the stock dimensions, steel thickness, location and configurations as currently delivered by 600 Racing, Inc. and may not be reinforced in any way. No other type of nerf bars are permitted.

22. **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 600 Racing, Inc. Pedals may not be cutdown or lightened in any way. Adding to the original pedals is permitted. Removing material from the original pedals is not permitted.

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

24. **PLASTIC AND FIBERGLASS BODY COMPONENTS:** All plastic and fiberglass body components must remain within the stock dimensions, thickness, location, and configurations as currently delivered by 600 Racing, Inc. and may not be reinforced or intentionally lightened in any way.

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.

25. **RACK & PINION STEERING:** Only the rack & pinion steering box as currently delivered and stamped 600 Racing, Inc. is permitted.

26. **RADIOS PROHIBITED:** No drivers or crew members are permitted to use one-way or two-way radios on raceday, 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 (600 Racing, Inc. part No. 975000X069) will be used only at tracks that mandate them.

27. **RADIUS RODS/PANHARD BAR:** The radius rods and panhard bar must remain within the stock dimensions (radius rods - either 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 600 Racing, Inc. Each measurement will have a tolerance of +/- 1/8" (0.125"). Steel radius rods or panhard bars are not permitted.

28. **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 other location other than the brakes or the engine will be disqualified. The scoops may be no larger than the scoop offered by 600 Racing. Competitors may not direct air to the air filters or the carburetor in any way.

29. **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.

30. **SHOCKS:** All Bandolero Cars must use INEX-logo stamped Bilstein shocks as currently delivered by 600 Racing, Inc. 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 suspensions from one year (first offense) to a lifetime ban (multiple offenses). . Shock bumpers are permitted (maximum 1/4" tall). Shock numbers must be made visible at the request of an INEX Inspector.

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

32. **SPINDLES:** The spindles (and pickup points) must remain stock, within the stock dimensions, steel thickness, location and configurations as currently delivered by 600 Racing, Inc.

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

33. **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.

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 600 Racing, Inc. and may not be reinforced in any way.

34. **STEERING WHEELS:** Larger or smaller steering wheels are allowed. Aluminum steering wheels are allowed. Racing style quick release steering hubs are mandatory.

35. **TIRES:** The tires must be "Bandolero Edition"

BFGoodrich Tires. Tires may not be soaked, softened, siped, grooved or recapped.

Hardness - If any tire is softer than 58 points on the INEX Inspector's durometer, the driver will face suspensions from one year (first offense) to a lifetime ban (multiple offenses). 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) or the tread depth is 2/32" or less on any three (3) points in the tread (measured from the bottom of the groove, not at the top of the wear-bar) ("tread" will be defined as 6" across the tire, to be measured from the center 3" both ways), 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 (even if it has more than 2/32" tread on it) 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.***

36. **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 a lifetime ban (multiple offenses).

37. **WHEELS:** All wheels must remain as stock as currently delivered by 600 Racing, Inc. All wheels must have the Bandolero Cars logo engraved in the wheel. The minimum weight of the tire and wheel must be at least ten (10) pounds without additional steel or lead wheel weights. Bleeder or relief valves are not permitted on the wheels.

38. **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.

39. **WEIGHT:** 750lbs. minimum car & driver weight (as raced).

Competitors will not be permitted to add fuel after an event to meet minimum weight.

40. **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.

41. **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.

42. **WINDSHIELDS/SCREENS:** All cars must have either

ENGINE SPECIFICATION RULES

The Briggs & Stratton Vanguard engine must remain factory-sealed as currently delivered through 600 Racing, Inc. **INEX may, at any time, impound a competitor’s engine for**

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.

inspection and/or replace it with one supplied by INEX.

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 600 Racing, Inc. The pre-filter may not be altered or folded in any way.

2. **CARBURETORS:** The carburetors must remain stock as currently delivered by 600 Racing, Inc. Only fuel (main jets) jets may be drilled, or for size, replaced with stock or aftermarket jets. All stock adjusters may be used. Air jets must stay stock as delivered by 600 Racing, Inc. 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 600 Racing, Inc.) must be used at tracks that mandate them. These plates must remain unaltered and must be installed in the stock configuration as delivered by 600 Racing, Inc.

3. **CLUTCH GEAR:** The only clutch gear permitted is the 12, 13, 14 or 15 tooth as delivered by 600 Racing. The only clutch springs allowed are the ones as delivered by 600 Racing. The clutch otherwise must remain in its stock configuration as currently sold by 600 Racing, Inc. 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.

4. **ENGINE SEALS:** Tampering, removing or altering the engine seals, will result in suspensions from one year (first offense) to a lifetime ban (multiple offenses). Being in possession of a tampered engine, may result in a one (1) year suspension for both the owner and the driver. The engine

seal must also have a serial number clearly visible. Failure to surrender an engine for inspection to a INEX official will result in a one-year suspension. If you buy an engine from a questionable source it is best to have it checked.

Removing an Engine Seal - Only an INEX tech official may remove the seal and witness the repair of the engine after the seal has been broken. After the race event is concluded, the engine must be removed and taken to either 600 Racing, Inc. or an authorized 600 Racing, Inc. dealer to be reinspected and resealed. The car owner will be responsible for any shipping and inspection charges, if necessary.

5. **ENGINE LOCATION & MOUNTING:** The engine must be bolted directly to the engine plate on the frame as specified by 600 Racing, Inc. No spacers or other forms of mounting other than stock will be permitted.

6. **ENGINE REBUILDING:** Only 600 Racing, Inc. authorized rebuilders may rebuild an engine. Contact 600 Racing, Inc. at (704) 455-3896 or your local 600 Racing, Inc. authorized dealer about the engine rebuild program.

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 600 Racing, Inc. 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), benzinidine, 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. **FUEL CELL:** Only an INEX-approved fuel cell is permitted and it must remain in its stock location as currently delivered by 600 Racing, Inc. 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 600 Racing, 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 currently delivered by 600 Racing, Inc. 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 and Fastach Digital Tach (by SunDec, Corp.) as delivered by 600 Racing, Inc. 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 600 Racing, Inc.

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 600 Racing, Inc.. The rev limiter must remain stock (maximum 5,600 rpm) as currently provided by 600 Racing, Inc. 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 mufflers are mandatory.

SPECIFIC COMPONENT PROTESTING FOR BANDOLEROS

(Mufflers must remain as delivered from 600 Racing, Inc.)
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 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.

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 ten (10) minutes following the finish of the race. 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

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

- *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.

\$200.00 - Engine Seal

\$50.00 - Air Filters

\$100.00 - Rev Limiter

- \$100.00 - 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

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

ENGINE CLAIM PROCEDURE FOR BANDOLEROS

The purpose of the claim is to provide a “safety valve” to help keep the series competitive and to keep the cost of racing affordable. Only drivers (or legal guardian) that are current INEX members may claim an engine after the main event for \$1,600.00 cash or certified check only. That person must show their membership card to submit a claim.

A) ***POSITIONS THAT MAY CLAIM A BANDOLERO ENGINE:*** Any driver (or legal guardian representing the driver) finishing in the top ten positions in the event and on the lead lap of the feature event may claim a Bandolero engine from a top five finisher within the same race. Should there be more than one claim to an engine, the driver in the highest finishing position has the first right to the engine claim.

B) ***TIME OF THE CLAIM:*** In order to file a claim, the claimer must stop their car at the designated technical inspection area prior to going to their trailer in the pit area. At this time the claimer must notify the INEX technical inspector of their intentions to file a claim. The membership card, claim card and full payment must be presented to the INEX tech inspector no later than **ten (10) minutes** after the finish of the race. Once a claim is made, it may not be withdrawn. The serial number on the casing of the engine must be written on the claim card by the INEX official immediately following the claim.

C) ***COMPONENTS OF THE ENGINE CLAIM:*** Only the top five feature finisher’s engine including carburetors, may be claimed. Not included in the engine claim are the header, remote filter, and clutch.

D) ***CLAIM PAYMENT:*** Cash or certified check in the amount of **\$1,600** (or equivalent foreign funds) along with a claim card must be presented to the tech inspector. The tech inspector must produce (but not give) the payment to the claimer before the engine is removed. All certified checks shall be made out to the claimer for the proper

amount written clearly and legibly (unless “Option B” is chosen - then the certified check shall be made out and given to INEX, Corp.).

E) **CHOICE OF THE CLAIMED ENGINE:** At the time of the claim, the claimer must choose on the claim card either “Option A” or “Option B”.

“Option A”: The claimer takes immediate delivery of the claimed engine. The claimer is then responsible for the legality of that Bandolero engine. The claimer is responsible for all engine components not secured by the seals. (The engine builder is still responsible for engine components secured by seals).

“Option B”: The claimer may choose to have the INEX tech inspector send the claimed engine to INEX headquarters (or an INEX-approved inspection site-determined by the Executive Director) for inspection for an additional fee of \$250 (payable to INEX). The INEX representative at the track will be responsible for holding the engine until the time of shipment (this cannot be done after the claimer leaves the track with the engine). The claimer must pay for shipping charges and inspection fee and the engine must be sent to INEX within seven (7) days of the claim by the INEX representative. If the engine is not at the INEX inspection site within seven (7) days, the payment will be given to the claimee and the engine will not be checked for legality. The engine will become the property of the claimer immediately.

Upon inspection of the claimed engine, if the claimed engine is found illegal in any way, the check for \$1,600 will be returned to the claimer (who is still responsible *for* shipping charges to the inspection). All illegal engine components will become the property of INEX. Legal components of the Bandolero engine will be returned only at the discretion of INEX and at the expense of the claimee. The claimee may also be fined and must pay all fines prior to the legal components being returned. The driver may also face possible additional penalties by INEX. All illegal Bandolero engine components (items secured by seals) will be impounded and become the property of INEX.

If the claimed engine is found legal, the owner of the engine being claimed receives the \$1,600 and the engine will be sent to the claimer (who is responsible for the shipping charges of the engine’s shipment).

F) **REFUSAL OF A CLAIM:** If the claimee refuses to sell a Bandolero engine after a legitimate claim, he will be disqualified and suspended from all INEX-sanctioned events for one year. Once a refusal of the claim is made, it may not be rescinded. **The driver will also forfeit all cash winnings for the feature, points for that race, any trophies earned for the feature and possibly ALL points earned for the season at the discretion of INEX.**

G) **REMOVAL OF THE CLAIMED ENGINE:** The claimed engine shall be removed immediately from the car by the team being claimed. Any sabotage to the engine by the removal team will result in that driver and car owner being suspended for two (2) months and a \$500 fine will result. The claim will also be nullified by INEX and the claim money will

be returned to the claimer. The person claiming the engine may not leave the track until engine is removed, turned over to him or in the possession of the INEX tech inspector and he agrees that no sabotage has occurred. If the claimer leaves before the above items are satisfied, the claim will be nullified.

*** INEX may penalize a claimer deemed to be malicious, spiteful, or who otherwise acts in bad faith. A driver may claim no more than one engine during the calendar year.**

INEX reserves the right to suspend the claim rule at anytime.

NOTES:

- All components secured by seals are the responsibility of the engine builder. All components not secured by seals are the responsibility of the driver.
- Once a sealed engine is claimed, it must remain sealed. Only INEX authorized sealed engine builders are permitted to remove engine seals.
- Tampering with engine seals will result in a one year suspension from all INEX sanctioned events.

2009 POINTS SYSTEM

The following rules will determine points awarded in all series and 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. Only one feature race per day allowed except in the case of a rescheduled rain-out/make up race with prior INEX approval. All rainouts will be scheduled on off days when allowable. A double feature will only be scheduled when the main event-starting grid has been set and no open date can be arranged. That make-up race will be open only for those drivers with starting positions determined prior to the rain out. If a driver races two races at two tracks in one day, the first race run will be the only one counted for points.
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. Events (including "B" mains) with less than five (5) competitors, for each division, (Thunder Cars, Young Lions,