2024 LEGEND RULES

FRAMES, BODY, and SUSPENSION COMPONENTS:

1. AERODYNAMICS – Spoilers, air dams or other aerodynamic devices are not permitted.
2. AIR FILTERS – Only stock USLCI, K & N air filters and Outerwear's Pre-Filters coverings are permitted. Velocity/ram stacks are not permitted. No components that direct airflow to the carburetors or increase airflow are permitted.
3. ALTERNATOR – Modification(s) to the charging system is not permitted. The alternator system must always be charging. No switches that disconnect the alternator from the charging system are permitted.
4. BALL JOINTS – Upper and lower ball joints must remain Stock, within the Stock dimensions, steel thickness, location and configurations and may not be reinforced. One or two (minimum 1/4", maximum 7/16" width) jam nuts are permitted on the upper and lower ball joints. Each ball joint must use a minimum of one jam nut. Jam nut(s) may not be welded to control arms. Limiting the natural travel of the ball joints is not permitted.
5. BALLAST – A maximum of eight (8) blocks of solid lead ballast are permitted on the car. The blocks may be no larger than 1-1/2" x 2-1/2" x 12". Stacking of blocks of any size is not permitted. All ballast must be visible with white or bright paint/tape and identified with the car number. Ballast must be lead only and may not be added by any other method, including steel shot or any other material in the frame rails, bumpers, nerf bars or any other component.
    a. Mounting Ballast – The ballast blocks must be bolted directly to the sub-frame and must be secured with a minimum of two (2) 3/8" Grade 5 bolts for EACH piece of lead. Ballast may be bolted to the square tubing of the sub-frame from the front to the back (including the cross members) (1" X 2" tubing only), not to the roll cage. The blocks must not be encased in any way. The ballast must maintain a minimum of 3 ½" inches of ground clearance. Ballast must not extend past the front frame horns or rear bumper mounts or extend beyond the subframe at the kick ups. Ballast is not permitted to be mounted inside the driver's compartment. No ballast may be bolted to the running board or the nerf bars. Ballast may not extend laterally, beyond 2 ½" from the outside of the frame rail.
6. BATTERY – A single lead acid or gel cell battery (a minimum weight of 25 lbs.) or the US Legend Cars International Feather – Lite, Lithium Battery is permitted. A top post or side post battery may be used. Motorcycle batteries may not be used. The battery must be secure and mounted in the Stock location. The original Stock battery bracket may not be altered. Starter solenoid must be mounted on the battery bracket when using the 1250 engine. A battery box, terminal coverings or rubber padding around rear end is also highly recommended. A battery shut-off switch is optional and if used labeled on & off.
7. BOLTS AND FASTENERS – Only equivalent Stock or upgraded steel fasteners and bolts may be used on the car. Fasteners may be drilled for safety wire, however intentional weight saving modifications are not permitted. All bolts must be magnetic, Aluminum and titanium or composite material bolts are illegal.
8. BRAKES – Any of the brake parts that are attached to the rear end or the spindles must remain Stock, within the Stock dimensions, steel thickness, location, and configurations. Willwood brake calipers are permitted as delivered by USLCI. Brake calipers must be mounted on the back side of the rotors. The car must have operational brakes on all four wheels and must lock up all four wheels during inspections (Brake lines may not be plugged or shut off). Any type of brake cooling duct is not permitted. The right or left side brake pedal may be removed. Brake line quick disconnects are not permitted.

a. Brake Rotors – Only stock steel rotors (not reduced in diameter) are permitted on the front. The minimum thickness of a front brake rotor is 8mm.
b. Brake Drums – Only steel drums (not drilled or lightened) are permitted on the rear. The minimum weight of the brake drum is 10.0 lbs. Removal of metal from the brake drum for lightening purposes or “offset” is not permitted. Only the “shoe face” may be machined.
c. Brake & Clutch Lines – Rubber, hardline or steel braided brake and clutch lines are permitted. No brake lines may be disconnected or plugged.
d. Brake Master Cylinder – The brake master cylinder must remain Stock, within the Stock dimensions, location configurations and must remain on the engine side of the firewall. Aftermarket remote reservoirs are permitted.
e. Brake Proportion Valves – Only one brake valve or, residual valve or pressure valve will be permitted in the brake system. Complete elimination of the brake pressure at any wheel is not permitted.

9. BUMP STEER – Adjustments to bump steer settings will only be permitted by placing spacers between the steering rack and the Heim joint ends of the tie rods or between the front spindle pick-up points and the Heim joint ends of the tie rods. No other modifications to adjust bump steer such as changing the height of the steering rack or modifying the spindles are permitted.
10. BUMPERS
    a. Front Bumper – The front bumper must remain within the Stock dimensions, steel thickness, location, and configurations and must not be reinforced, except for adding one (1) additional bolt per front and/or rear frame rail to the tab.
    b. Rear Bumper – The rear bumper must remain within the Stock dimensions, steel thickness, location, and configurations. The rear bumper may be reinforced by attaching tubular steel from the bumper to the rear frame horns. One (1) additional bolt per frame rail to the tab is permitted. If reinforced, the steel tubing (12” maximum length) may not extend beyond the outside width of the rear bumper or attach to the rear cross member of the frame.
    c. Attachment of the Bumper – Bumper tabs must use a minimum of one bolt per tab securing the bumper. There must be a minimum of 1” from the end of the frame rail to the back of the bumper upright before a Race begins. Should the tab become bent during a Race, it must be fixed before the next time the car goes on the track to compete. Tie-wraps, safety wire, duct tape, etc., are not permitted to secure the front or rear bumpers or bumper tabs.
    d. Bumper Tabs -The bumper tabs must be Stock and must be .125” to .140” in thickness. Tabs with excessive welds will not be permitted.
    e. Repairing During a Race – Bumpers are mandatory throughout the Race and must be bolted on in an approved manner. No tie-wraps, safety wire, duct tape, etc.
11. CARBON FIBER – Carbon fiber component usage is not permitted.
12. 1200/1250 CARBURETORS – The carburetors and components of the carburetors must remain as Stock Yamaha FJ1200/ XJ1200/XJR1250 (sealed). Only carburetor jets, needles, slide springs and butterfly screws may be replaced. Butterfly screws may only be replaced with 3mm X 6mm Allen head screws or Stock screws. These screws must not be altered in any way other than “stamping” the end to secure the screw. All Stock adjusters may be used. No other modifications to the carburetors or components of the carburetor 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 and the clutch master cylinder and reservoir must remain on the engine side of the firewall. No Aftermarket clutch master cylinders are permitted. The clutch pedal length may be shortened for Driver comfort.
15. CONTINGENCY SPONSOR DECALS – None are required.

16. DOOR PLATES – The use of a door plate on the Driver's side door is mandatory. Doorplates and strike plates must meet specifications of USLCI. The door plate is permitted to be added to the right side door. A competitor may use a doorplate covering the entire door area on either side of the car (maximum of 1/8" thick).
17. DRIVESHAFT – The driveshaft, flanges, and u-joints and all components of the driveshaft must remain within the Stock dimensions, steel thickness, location, weight (14 lbs. minimum) and configurations. The driveshaft must be painted white or light gray.
    a. Driveshaft Retainers – A driveshaft retainer strap is permitted. A maximum of three (3) retainers of 1/4" thickness and 3/4" width is permitted.
18. ENGINE COATINGS – Only engine coatings as delivered Stock from the factory are permitted. Removal of any engine coatings is not permitted. Headers may be painted with high heat paint only. (Header wrap tape is permitted.) Repainting the outside of the engine or using an unpainted engine is permitted.
19. 1200/1250 ENGINE COOLING – Additional fan(s), internal duct work, hood louvers, remote oil filter, header wrap, holes in the hood, holes in the front fenders and/or oil coolers are permitted. The maximum height for louvers is 3/8". The size of the area for louvers or holes in the hood may not exceed 54 square inches (9" x 6"). These components may not direct air to the carburetors or air filters.
20. ENGINE SERIAL NUMBER – All engine casings must have a serial number.
21. 1200/1250 ENGINE LOCATION & MOUNTS – Left and right side engine mounts must remain within the Stock dimensions, steel thickness (no aluminum mounts), location and configurations. The right side motor mount may be replaced with the optional motor mount (if the optional right side mount is used; you may remove the Stock right side mounting tabs). Rubber mounts will be permitted if the engine remains in the Stock location. The engine mounts must be bolted on to the frame not 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. Extra tabs, safety wire etc. are permitted to secure the muffler. Mufflers may not be completely welded to the pipes. The internal components of the header and muffler may not be altered. Header wrapping (tape) is permitted. Ceramic or baked on coatings are not permitted. Stock, Borla and S&S exhaust systems (as delivered by USLCI) are mandatory for use with Yamaha 1200 or 1250 from USLCI. ProFab exhaust system (as delivered by USLCI) is mandatory for use with Yamaha FZ09.
23. FENDER MOUNTING – Stock fender mounts may not be altered. No additional fender supports, or mounts are permitted. All '37 Ford style grills must use the inner mounting hole (closest to the grill). Dzus fasteners may be used for fender removal purposes only. Cars that use a fiberglass grill shell may remove the original fender brackets.
    a. Area under the Rear Fenders – Removal of the fiberglass panel on the body under the rear fenders is permitted for access to shocks, springs and rear compartments.
24. FENDER HOLES & TRIMMING OF FENDERS – The holes and trimming that is permitted.
    a. Holes – Maximum of ten (10) hole(s) per fender. Maximum hole(s) is four (4) inches in diameter. Any shaped hole(s) equal to or less than the area of a 4" round hole is permitted. Note: a four-inch hole saw will produce a hole larger than four inches)
    b. Trimming of Fenders
        i. Front Fenders – The only trimming of the front fenders allowed is on the inside edge of the fender starting 12" above the frame rail on the front clip, along the contour of the fender, and only trimmed in 3" from the edge, back to the firewall. The inside of the fenders near the grille, the edge of the fenders near the body shell (past the firewall), the outside of the front fenders and the bottom edge of the front of the fender may not be trimmed.
        ii. Rear Fenders – Rear fenders may be trimmed above the tire for additional clearance. The rear fender contour must measure at least nine (9) inches from the

main body shell. Measurements will be taken at the point on either rear fender above top dead center of the tire. No holes or other trimming is permitted in the rear fenders or body shell.

25. FIBERGLASS BODY COMPONENTS – All fiberglass body components must remain within the Stock dimensions, thickness, location, and configurations. All fiberglass components must have an authentic certificate embedded into the underside of the fiberglass component, evidencing that the component is a certified USCLI part. Fiberglass components may not be reinforced or lightened in any manner. The use of a complete front end (Matching hood, fenders, grill, and grill shell) on a different model car is acceptable. All cars may use 34 Ford rear fenders.
    a. Mounting of Body Components – All fiberglass body components must be firmly attached to the Car competing in any Race. It is recommended that all Dzus fasteners fit tight and are taped over to prevent loosening. Rear of body may be trimmed between the frame rails up to the top edge of the rear frame horns. Body may be riveted along the side of the subframe. The original body mounts are not permitted to be higher than the top of the sub-frame. Removal of undamaged fiberglass body components (hood, deck lid, etc.) during an Event is not permitted.
26. FIREWALL – An aluminum firewall is mandatory. Firewall must be configured as delivered by USLCI. Using a “thicker than Stock” aluminum firewall separating the driver’s compartment from the engine compartment is permitted.
27. FRAME – No modifications of the frame (including roll cage) will be permitted unless otherwise noted in this rulebook. All frames must have I.D. (Identification) plate secured on the frame. No weight reduction of the frame (including roll cage) is permitted. Frames with a 0.065” electric resistance welded main roll cage are not allowed. Frames with a 0.083” drawn over mandrel main roll cage are required. It is estimated that all frames produced before August 1995 do not meet the above 0.083” drawn over mandrel requirements.
    a. 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.
    b. Serial Number Plates – Frame’s competing must be manufactured by USLCI. The serial number assigned to that frame can be found on the Vehicle Identification Number plate. This plate shall not be tampered with in any way.
    c. Metal Fatigue – It is recommended to have the frame checked periodically by an expert for metal fatigue. Cracked or broken frames are prohibited from racing.
28. FRAME REPLACEMENT – If the chassis should become severely damaged, replacement frames must be replaced through USLCI or its authorized dealer network.
29. FRAME REPAIR – Only front or rear clips may be replaced with the exact material that it is replacing, and all pick-up points must remain in the Stock locations as delivered new from USLCI. The clips may be purchased through USLCI or its dealer network. The driver’s compartment of the frame (roll bars, cross braces, etc.) may not be repaired or replaced if damaged (see rule #28 above).
30. FUEL CELL – Approved fuel cells (plastic or metal) must be Stock and must remain in the Stock location. Metal fuel cells must be bolted through bolt holes in steel can. Foam is mandatory in all fuel cells. (cars are not permitted on the track without foam in the fuel cell). The red plastic fuel cell with the 5 5/8” diameter cap or larger is not allowed.
    a. Fuel Cap – Check the cap on your fuel cell for tightness before going on the track. The fuel cap should fit snugly into the cell. The car number must appear on fuel cell cap. Approved aftermarket racing fuel caps are permitted.
    b. Fuel Cooling Devices – Fuel cooling devices are not permitted at any time.
31. FUEL FILTER – Aftermarket fuel filter may be used. No glass fuel filter will be permitted. The Fuel filter is not permitted in the engine compartment.

32. FUEL LINE – Fuel lines are not permitted to run through the driver's compartment. Steel braided or Kevlar braided fuel line is mandatory. The fuel line may not be attached to or contact electrical wires.
33. FUEL SHUT-OFF VALVE or FUEL REGULATOR – Aftermarket fuel shut-off valves and fuel regulators are permitted and must be marked for the "Off" position.
34. GAUGES – Analog Gauges that record or display the following information only are permitted; cylinder head temperature, RPM, oil pressure and oil temperature. Digital gauges are not permitted except for Stock gear indicators, Longacre and Intercomp lap timers, Lapceivers (By RACEceivers), Fastach Digital Tach (By SenDec, Corp.) and the Koso gauge as delivered by USLCI. Digital gauges not available through USLCI are not legal for use during any event. 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.
35. 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.
36. GENERAL APPEARANCE OF THE CAR – All competitors must present a neat, clean, and Stock appearing car for Competition. Crash damaged cars must be repaired to the minimum technical standards before returning to Competition.
37. GRILL – The steel grill must remain within the Stock dimensions, height, steel thickness, location, and configurations and may not be reinforced in any way. The grill used must be the same model of the hood, grill shell & front fenders that are used. Grill brackets (to the frame) must remain Stock. Altering the brackets to raise or lower the grill is not permitted. Only wire screens are permitted to enclose the grill area (i.e. for dirt tracks to keep out mud and dirt). Duct tape or any other type of material other than a wire screen is not permitted to enclose the grill area.
38. GUSSETS – Strengthening gussets may only be added in approved locations. No Stock gussets may be removed.
39. HEIM JOINT ENDS – Only magnetic steel Heims of similar dimensions are permitted. NOTE: The Stock Heims joints are designed to bend/break and absorb energy under impact. Heims joints may be upgraded, however under impact, the upgraded Heims joints may not bend or break as quickly thereby transferring the impact-energy to the driver and an injury may result (i.e. broken wrist from the transfer of energy).
40. HOOD – Hood louvers are permitted a maximum 3/8" in height. Louvers or holes in the hood may not exceed 54 Square inches. Replacing the Dzus fasteners located on the rear of the hood with hood pins is permitted. Raising the rear of the hood on the rear pins a MAXIMUM of 1"is permitted. While the car is on the track, the hood must be secure and may not move up or down on the pins. Hood louvers may not direct air to the carburetors or air filters. Air ducts may be used, mounted underneath inside the hood. The duct is not permitted to direct airflow onto the carburetors or air filters.
    a. Hood Lengths – The minimum length permitted for 1934 Chevy and Ford hoods is 26" (measured down the middle). The minimum length permitted for 1937 Chevy and Ford hoods is 32" (measured down the middle). When using the FZ09 engine, the air filter may stick through the hood.
41. IGNITION SYSTEM – The complete ignition/engine control system must be the original OEM parts for the Yamaha FJ1200/XJR1200/XJR1250/FZ09. In-line fuses are permitted. Ignition pickup coil wires must run directly to the ignition box and may not be taped, or tie wrapped to other wires. No open wires or unused connectors allowed within reach of the Driver. Electronic throttle (traction) controls are not permitted.
    a. Ignition Control box – The Stock FJ1200/XJR1200/ XJR1250 ignition control box (black box) or the red ignition box are the only boxes permitted to be used with the 1200 + 1250 engine and they may not be altered or relocated in any way. Only one ignition box is permitted on a car. The original Stock FJ1200/XJR1200/XJR1250 rev limiting system must be in proper

working condition and may not exceed 10,500 rpm. The FZ09 must use the ignition control box (ECU) designed for that engine.

b. Coil, Coil Wires and Spark Plug boots – These components must be Stock Yamaha FJ1200/XJR1200/ XJR1250 parts, Taylor coil wires or gray Dynatek coil wires or red Dynatek coils marked as delivered by USLCI. The FZ09 components must remain Stock. The spark plugs may be replaced with an Aftermarket type with similar thread size. Resistors must remain in spark plug wire ends.
c. Coil Mount – The Stock coil mount may not be modified and only replaced by same.
d. Ignition Rotors – The ignition rotor must be a Stock Yamaha FJ1200/XJR1200/XJR1250 part, or the rotor delivered with the approved red ignition control box. The FZ09 rotor must remain Stock. No Aftermarket electronic ignition advancers are permitted.
e. Ignition Plates – The ignition plate must be a Stock Yamaha FJ1200/XJR1200/XJR 1250 part or the plate delivered with the approved red ignition control box. It may be slotted to advance the ignition timing of the engine. The ignition pickup cover is not mandatory. The FZ09 ignition plate must remain Stock.

42. JAM NUTS – A minimum of one jam nut is required to be used with all radius rods and ball joints. One or two (minimum 1/4" maximum 7/16") jam nuts are permitted on the upper and lower ball joints.
43. LOWER CONTROL ARMS – The lower control arms must remain Stock, within the Stock dimensions (12.5" x 16.25"), steel thickness, location, and configurations. Each measurement will have a tolerance of +/-1/8" (0.125").
44. MANDATORY SERIES SPONSOR DECALS – There are currently none.
45. MIRRORS – A Car may have a mirror for rear vision mounted within the driver's compartment or outside the doors. The type of mirror(s) is the choice of the Driver.
46. MUFFLERS – Approved USLCI Stock S & S, or Borla mufflers are MANDATORY for use with the Yamaha 1200 + 1250. The ProFab muffler is mandatory for use with Yamaha FZ09. The Muffler must remain Stock and may not be internally modified (turning tip away from car is permitted).
47. NERF BARS – The nerf bars must remain within the Stock dimensions, steel thickness, location, and configurations and may not be reinforced. Nerf bars are not permitted to hold ballast. No other nerf bars are permitted.
48. CAR INDENTIFICATION/NUMBERS – The car must have numbers that are a minimum height of 16" on both sides of the car and 18" on the roof (number facing towards the outside of the track). The car number (minimum 3" high) must be on the right front fender.
49. OIL ADDITIVES – Any competitor using any of the following additives in the engine oil will be penalized. The following additives are not permitted for use: hydrazine, toluene, dinitrotoluene, dioxane, propylene oxide, nitropropane or any other hazardous additives.
50. OIL CATCH CAN – An oil catch can (maximum 1- quart capacity) may be used. It must be securely fastened and remain within the engine compartment. It may only be routed to by a hose from the Stock crankcase breather opening or the oil fill cap.
51. 1200/1250 OIL COOLERS & LINES – Only "Air" Oil coolers permitted (no dry ice or other type systems permitted). All oil cooling systems (including lines) must be mounted in the engine compartment. Oil coolers may not be mounted below the bottom of the front bumper. More than one oil cooler is permitted. Oil cooler fans are permitted. Push-lock oil line fittings are permitted. Aftermarket oil coolers are permitted.
    a. Oil Cooler/Radiator Scoops – Scoops (with a maximum wall thickness of 1/8" sheet metal) must fit completely between frame rails and may not extend below or attach to the front bumper.
    b. 1200/1250 Overhead Oiling Systems – Aftermarket overhead oiling systems for the camshafts are permitted.
52. OIL CRANKCASE BREATHER – The only locations that the Yamaha 1200 + 1250 crankcase may have a breather are under the carburetors at the Stock outlet or in the oil fill cap. The FZ09

crankcase breather must remain in its Stock location. The crankcase breather may not be evacuated through the exhaust pipe (header). There may not be any additional breather holes for the crankcase. Breathers and hoses must remain within the engine compartment. Baffles used in the hoses are permitted.

53. 1200/1250 OIL FILTER, REMOTE – Remote oil filters are permitted to be used on Yamaha 1200 + 1250 engines mounted in the engine compartment only. Inside or outside mounting of the remote oil filter to the frame rail is permitted. The remote oil filter must be located where it cannot be easily damaged in the event of an accident. Remote oil filter may not be mounted below the bottom of the front bumper. Filter must have a hose clamp around it, safely wired to the mount (to prevent it from backing off). Remote oil filter is NOT permitted on the Yamaha FZ09 engine.
54. PICK-UP POINTS & SPACERS – Modifications of the frame pick-up points, rear end pick-up points or spindle pick-up points are not permitted. Spacers: A maximum 3/4" wide spacer may be used on any 1/2" suspension bolts.
55. RACK & PINION STEERING – Only the rack & pinion steering box as delivered new by and stamped 600 Racing, INEX (or Mid-State Machine) is permitted. A Stiletto-brand or unmarked rack & pinion steering box is not permitted. The rack and pinion mounting plate measures 3 7/8" to 4" from the bottom of the frame rail to the top of the mounting plate (see diagram on page 101). A 4"x 4" x 1/8" plate will be allowed to be bolted (not welded) under the steering rack mounting plate. This will be a 4"x 4" x 1/8" plate with three holes using the steering rack studs to secure it. A ¼" thick steering rack plate is permitted.
56. RADIOS – See the Speedrome Rules of Competition.
57. RADIUS RODS/PANHARD BAR – The aluminum Radius Rods and Panhard bar must remain within the Stock dimensions (Radius Rods 6"-6.5", 11.0" or 12.0" in length / Panhard bar -23.5" in length), thickness, location, and configurations. Each length measurement will have a tolerance of +/-1/8" (0.125"). The 11.0" and 12.0" rods may be interchanged anywhere on the car if the car still meets all other specifications. Steel radius rods or Panhard bars are not permitted.
58. REAR AXLES – The long and the short rear axles must remain Stock, within the Stock dimensions, steel thickness, location and configurations and may not be reinforced. 9.2 lbs. minimum.
59. REAR END – Only 10 bolt pattern/wide flange (5/8") Toyota, locked-steel rear ends are permitted. All rear end components, to include the housing and pick-up points must meet the specifications of the Stock components. The rear end must be locked (all spider gears welded or steel spool of a minimum 6.0 pounds, 5.25 pounds for a 2:50 or 2.93 spool only).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 USLCI. (Competitors can up-grade to the Stock USLCI "Double shear" specifications). Axle bearing flanges are square to the center line of the rear end housing.
60. RIDE HEIGHT – A car must maintain 3 ½ inches (minimum) height, between the bottom of the frame rails (not the weld) and the surface. NOTE: This measurement is to be checked without the Driver in the car, as Raced, without lifting of the car in any manner. The inspection "location or spot" used to check ride height is determined by the track.
61. RUNNING BOARDS – The running boards must remain within the Stock dimensions, steel thickness, location and configurations and may not be reinforced in any way.
62. SHEET METAL (Rear Deck & Dash) – The minimum thickness of the steel sheet metal is .036". The rear deck sheet metal (including the package tray behind the Driver) may not be removed or altered in any way unless a fuel cell access hole is used. The fuel cell access hole must always be covered with a sheet metal plate and secured while the car is on track.
    a. Dash – A dash is mandatory. If dash is replaced it must weigh a minimum of 0.50 lbs. and cover both dash bars. Plastic or Lexan dash is permitted. A carbon fiber dash is not

permitted. If extended switches are needed (for smaller drivers), they will need to be located on the driveshaft tunnel (by the shifter).

63. SHOCKS – Legend cars must use INEX logo stamped, Legends, Bilstein shocks. Shock numbers must be made visible at the request of the track. 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). Modifying / altering the shock or shock fluid or internal components is not permitted. Competing with a modified or altered shock(s) will result in suspension of the driver.
64. SHIFTER AND SHIFT LINKAGE – Shifter linkage must be Stock. Maximum height of the shifter handle is 15" as measured from the top of the driveshaft tunnel to the top of the shifter handle. The long shifter can be steel or aluminum.
65. SPINDLES – The Aluminum spindles (and the spindle pick-up points) must remain Stock, within the Stock dimensions, thickness, location, and configurations. Repairing a broken or cracked aluminum spindle is not permitted.
66. SPRINGS – All cars must use 10" or 8" springs. Any spring weight combination and Aftermarket springs of Stock design are permitted. Barrel springs, progressive springs or any springs that are not stock design are not allowed. Only one spring is permitted per shock. Spring rubbers are not permitted.
67. SPROCKET ADAPTERS – The sprocket adapters must remain Stock, within the Stock dimensions, steel thickness, location, and configurations. Set screws for the sprocket adapter nut are permitted. Modifying sprocket adapter in any manner is not permitted. 1250 engine = steel adapter FZ09 engine = aluminum adapter.
68. STEERING COLUMN – The steel steering shaft or steel steering column bracket may be modified for Driver comfort by altering the length of the shaft or by altering the steering column bracket that connects to the dash bracket. Aluminum "bolt on" steering brackets or aluminum Heim joint ends are NOT permitted. Bearings are not permitted to be used in mounting the steering shaft. Stock-style bushings and steel rod-ends must be used. Modifications for weight reduction are not permitted. A hose clamp or shaft collar is mandatory on the steering column in the engine compartment directly against the firewall. There can be no more than ¼" gap between the clamp (collar) and the bushing. Modification of the driver's compartment roll cage is not permitted.
    a. Steering Shaft – Tubing used for steering shafts must be Stock and may not be reinforced in any manner. Upgraded steering shaft joints are acceptable.
69. STEERING WHEEL – Larger or smaller steel or aluminum steering wheels are permitted. An approved, quick release steering hubs is mandatory.
70. TIRES – Tires must be the Indianapolis Speedrome Spec tire sold only at the track. No chemical altering or treating of tires, PERIOD. Expect disqualification, fines and suspensions when caught!
71. TRACTION CONTROL DEVICES – No electronic or computerized wheel spin/traction control device(s) is permitted installed in the car, whether operational or not.
72. UPPER CONTROL ARMS – The upper control arms must remain Stock, within the Stock dimensions (4.25" +/-1/8" in length), steel thickness, location, and configurations and may not be altered in any manner.
73. WEIGHT –
74. WEIGHT REDUCTION MEASURES – Lightening or modifying Stock components by shaving, milling, drilling or any other method is not permitted. Components must remain the same material unless specified in these rules. Any component on a car that is used (other than what is specified) as a weight saving method is not permitted. Non-Stock aluminum or titanium components are in violation and will be confiscated. No weight reduction of the chassis or frame is permitted.
75. 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 Hoosier asphalt tire & wheel combination weight (using the Aero or Bassett "light" wheel) is 24lbs. The minimum Hoosier asphalt tire & wheel combination weight (using the standard wheel) is 27lbs. All wheel weights must be secured. Bleeder or relief valves are not permitted in the wheels.

76. WHEELBASE – Cars must compete with 72 3/4” to 73 1/4” wheelbase on either side.
    a. 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.
77. TREAD WIDTH – The total overall tread width of the car (front and rear) may not exceed 61 inches maximum. The car must be able to roll freely through a 61 inch wide opening as Raced. Spacers on the wheels, axle, drums, etc. are not permitted.
78. REAR OFFSET – There must be a minimum of 6” between the inside edge of the rear brake drum and the outside rear frame rails (directly below the centerline of the rear-end housing) on both sides. Wheel, brake drum or axle spacers are not permitted.
79. WINDSHIELDS/SCREENS – A car must have either a screen or Lexan windshield in the front window area (“dirt style” rock screens are permitted). A sun visor is also permitted in the front window. Holes are permitted in the Lexan windshield.

ENGINE SPECIFICATION RULES XJ1250/FZ09 “SEALED”

The FZ09, XJ1250 & XJ1219 are sealed engines. Tampering, removing, or altering the engine seals will result in disqualification, suspension, loss of points, and loss of prize money.

1250 & 1219 ENGINE SPECIFICATIONS
The only modifications allowed to the factory sealed XJ engines are:
A. Changing carburetor jets
B. All Stock carburetor adjusters may be used
C. Adjusting the valve shims
D. Installing an Aftermarket clutch and spring of original design (no aluminum clutch plates).
E. Upper head oilers, heavy-duty valve springs, “pinned” camshafts and steel sleeves are permitted if installed by an USCLI engine shop only.

Engines with clear plastic seals, green, blue, or silver (old style) seals will not be permitted to be used.

ENGINE SPECIFICATION RULES FJ & XJ 1200

The unsealed engine must remain a factory□Stock Yamaha FJ1200/XJR1200 as delivered new through USCLI Engine Shop. Only those changes as described in the rulebook are permitted to be made to the FJ1200 and XJR1200. A Yamaha FJ1200/XJR1200 manufactured for other countries (Canada, England, etc.) or an FJ1100 may be used if it meets all the specifications of the USLCI 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.

Engine Type – Air cooled 4-Stroke gasoline
Carburetor – Bs36 X 4 Mikuni
Displacement – 1,188 cm3 (maximum 1,203 cm3 permitted)
Bore – 77.0 mm (3.032 in.) with a maximum 78 .022 in. overbore permitted.
Stroke – 63.8 mm (2.512 in.)
Compression Ratio – 9.7:1 (maximium10.0:1 permitted)
Starting System – Electric Starter
Cam Shaft – Intake “A” 35.95 to 36.05 mm (1.415 to 1.419 in.) Minimum limit 35.85 mm (1.411 in.) Intake “B” 28.25 to 28.35 mm (1.106 to 1.116 in.) Minimum limit 28.15 mm (1.106 in.) Exhaust “A” 35.95

to 36.05 mm (1.415 to 1.419 in.) Minimum limit 35.85 mm (1.411 in.) Exhaust “B” 28.25to28.35mm (1.106 to 1.116in.) Minimum limit 28.15 mm (1.106 in.)
Cam Chain – Type/# of lobes79RH2015 (Silent Chain)/156 links Adjustable method Automatic (Manual is permitted)
Valves – Head Diameter: Intake: 28.9 to 29.1mm (1.138 to 1.146in.) Exhaust: 24.9 to 25.1mm (0.980 to 0.988in.) Stem Outer Diameters: Intake: 5.475 to 5.490mm (0.2156 to 0.2161in.) Minimum limit: 5.445 mm (0.1244 in.) Exhaust: 5.460 to 5.475 mm (0.2150 to 0.2155in.) Minimum limit: 5.430 mm (0.2138 in.)
Valve Guide Inside Diameters – Intake: 5.500 to 5.512 mm (0.2165 to 0.2170in.) Maximum limit: 5.550 mm (0.219 in.) Exhaust: 5.500 to 5.512 mm (0.2165 to 0.2170in.) Maximum 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 Legend Cars are Yamaha’s 1200 (unsealed), 1219 (sealed), 1250 (sealed), and the FZ09 (sealed). The 1200 must meet the rules as outlined in the 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 and the FZ09 engine with the FZ09 serial number can only be raced as a sealed engine.

1. 1200 CAM SHAFT – The cam shaft must remain as Stock Yamaha FJ1200/XJR1200 as delivered new by USLCI. 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 not permitted. Installation of a ¼” (I.D.) X ½” (O.D.) piece of 4130 aircraft steel the full length of the camshaft is permitted.
2. 1200 CAM CHAIN – The cam chain must remain as Stock Yamaha FJ1200/XJR1200 as delivered new by USLCI.
3. 1200 CAM CHAIN ADJUSTER – Aftermarket manual cam chain adjuster is permitted to be used on an unsealed engine.
4. 1200 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 except for 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.
    a. Combustion Chamber – Relief cuts for cubic centimeters balancing may not exceed the bore size.
    b. Repairing a Cylinder Head – A combustion chamber may be repaired by welding and grinding back to the “Stock” specifications and 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 greater than 10.01:1, it will result in an immediate Disqualification and confiscation of all of the following parts including: the head, the valves, the head gasket, etc.) as well as the pistons and cylinder casings (including base gasket). Upon rebuilding, only the following are permitted: machining the piston domes and gasket surfaces of the cylinder head and/or cylinder casing.

7. 1200 CRANK SHAFT – The crank shaft must remain as Stock FJ1200/XJR1200 as delivered new by USLCI. Modifying the throw balances or weight of the crank is not permitted. Polishing the crankshaft is not permitted. 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 temperature) on at least three (3) cylinders with the ignition off, the throttle wide open, and with the carburetors installed. 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. 81 INEX highly recommends that you have your engine set at 155 p.s.i. cranking compression instead of at 165 p.s.i. maximum to allow for variations between inspection gauges. There is no tolerance for engines over 165 p.s.i.
9. 1200 OIL PAN – The Stock oil pan may not be altered, modified, or include any additions to alter the path of oil.
10. 1200 OIL PUMP – The Stock oil pump may not be modified in any way. Relief valves may be shimmed.
11. 1200 PISTONS & RINGS – The cylinder bore of an un-sealed engine may not exceed 77.57 mm or 3.054” (maximum .022” overbore from Stock).
    a. Cylinder Sleeves – Worn cylinder sleeves may be replaced with Aftermarket sleeves.
    b. Pistons – Only Yamaha pistons (part #1TX 11631-00 and #1TX 11636-00) or forged Wiseco pistons (part #K1188, #L1195, #L1199 and #L1202) are permitted. The ring lances and lower part (skirts) of the piston may not be altered from the original in any manner. Gas-porting the pistons are not permitted. Wrist pin buttons may be used.
    c. Rings - Only Yamaha rings (part #1TX 11610-00 and #1TX 11610-20) or Wiseco rings (part #21-3041X9 and #21-3051X6) are permitted. These rings may not be altered in any manner.
12. 1200 RODS – The rods in an un-sealed engine must remain as Stock FJ1200/XJR1200 as delivered new by USLCI. 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/XJ or XJR1300 connecting rods are not allowed in an un-sealed engine.
13. 1200 STROKE – The stroke must remain Stock for the FJ1200/XJR1200 Yamaha as delivered new by USLCI.
14. 1200 VALVES – Only Stock Yamaha FJ1200/XJR1200 valves are permitted. No modifications are permitted to the valves except for 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.
15. 1200 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 manner. Shot peening of valve guides are not permitted. Brass Aftermarket valve guides of the same dimensions may be used.
16. 1200 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.
17. 1200 TRANSMISSIONS – The transmission and transmission gears must remain Stock Yamaha FJ1200/ XJR1200/XJR1250 (sealed) in the Stock configuration. They may not be modified or lightened in any way. The transmission gears may be shimmed only for the purpose of proper engagement. Standard and Aftermarket shims may be utilized.

2024 Prize Money

Feature	$250 - $150 - $75 - $40 thru field. Cars Eliminated in the Last Chance Race $25 each.
Point Fund*	$1000 - $650 - $400 - $350 - $300 - $275 - $250 - $225 - $200 - $150
	* Can Miss No More than 2 Races & Must attend the banquet