

2018 Lone Star Legacy Rules and Specifications

All LSL rules and specifications are written with intent to make racing in this class as fair, impartial and affordable as possible. We recognize no racing organization has a perfect set of rules and this set is likely not perfect either. Despite any flaws that may be present in these rules, we require that LSL competitors abide by them, their intent, the various specifications and any clarification or interpretations made by LSL officials.

Should a situation arise that is not covered in these rules, all questions or concerns should be brought to the attention of LSL race officials for further clarification rather than in a public forum or via social media. Any situation not detailed in these rules and specifications will be addressed at the discretion of LSL officials and their decisions will be final and not subject to any sort of appeal.

Only LSL members in good standing may participate in any LSL race event.

Safety

The Lone Star Legacy organization makes no express or implied promise, warranty or guarantee for the personal safety of LSL competitors, team members or anyone else before, during or after LSL events. Driver and crew safety is the responsibility of each individual competitor and his/her team members and not the responsibility of the LSL organization. Stock car racing is inherently dangerous and participants in LSL events acknowledge this fact without reservation and accept whatever risks are involved in stock car racing. Anyone not agreeing to the foregoing statements will not be permitted to compete in LSL events. By competing in LSL events participants are agreeing to the foregoing statements regarding personal safety. In addition, the specifications provided by the manufacturer(s) of all safety equipment shall supersede and/or take priority over LSL safety requirements and/or recommendations made by the LSL organization or its officials. The driver and his/her team are solely responsible for insuring that his/her safety equipment is correctly installed, maintained and used according to the manufacturers' specifications and recommendations.

However, to assist LSL race teams as they strive to race safely, LSL requires and/or recommends the following:

1. A fire suppression system inside the car is mandatory. LSL recommends that a full, state of the art fire suppression system be installed, but at a minimum a fire extinguisher is required. The fire extinguisher must be a minimum 2 ½ pound system and be charged and operational always. The fire extinguisher must be located inside the cockpit within reach of driver, inside the main frame rails of car. If a full fire suppression system is utilized, at least one nozzle is mandatory inside the cockpit. Additional lines and nozzles may be used on fire extinguisher system.
2. Roll bar padding. Roll bars within possible reach of any portion of the driver's body must be padded using padding specifically manufactured and marketed for stock car racing applications.
3. An approved full window net is mandatory on the driver's side window opening. Minimum size is 16" x 16". The net must be securely fastened to the top left side door bar with a steel rod that has a minimum diameter of 3/8". It must have a quick release latch on top. The latch must be securely fastened during practice, qualifying, all racing events and any time the car is on a race track and in motion.
4. Only an approved high back aluminum racing seat with a minimum thickness of .120 is permitted. Seat must be attached to frame with a minimum of four steel bolts that have a minimum diameter of 3/8".
5. An approved five-point safety harness driver restraint system with 3-inch (minimum) wide belts equipped with a quick release buckle is mandatory and must always be utilized while on the race track.

The driver restraint system must be installed and used in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer. The date of manufacture must always remain visible on the belts. Seat belt restraint systems must not be used beyond the number of years specified by the manufacturer.

6. The use of a state of the art head and neck restraint system is highly recommended. However, it is solely the responsibility of the individual whether to wear a head and neck restraint system. If utilized, the system must be installed in accordance with the directions and specifications provided by the manufacturer. Be advised that some tracks may require head and neck restraint systems.
7. A full coverage fire suit with multiple thickness nomex layers, or better, along with fireproof undergarments, gloves, socks and racing shoes are highly recommended.
8. **A state-of-the-art racing helmet that meets or exceeds a Snell SA2005 (SA2010 or SA2015 preferred) rating is required. Keep in mind all safety equipment you select is solely your responsibility.**

Your personal safety is your responsibility, it is not assured by complying with these safety guidelines, requirements and recommendations. Stock car racing is a dangerous sport and the Lone Star Legacy organization is not liable for injuries, losses or deaths that may occur before, during or after race events by Lone Star Legacy.

Specifications

“Stock” in these specifications means “as originally manufactured” or identical in every way to that standard. The two possible sources of “originally manufactured” components in the LSL are the Allison Legacy company or Mazda. However, parts and services may be obtained from other sources if they meet the “as originally manufactured” requirement.

Chassis/Frame

All chassis/frames must be identical to those manufactured by the Allison Legacy manufacturer and cannot be modified in any way unless specifically permitted in these rules.

1. All pickup points must remain in their original position. Absolutely no modifications permitted unless specifically permitted in these rules.
2. Firewall and driver foot box must remain complete and as originally manufactured. Other interior sheet metal may be changed in material, but not in appearance, and can be no less than .040 aluminum.
3. Bumpers—Front and rear bumpers must retain the stock material, wall thickness, dimensions and location.
4. Bottom of main frame rails must maintain a minimum clearance of 4” from level ground.
5. All Legacy cars must have the new Tuthill Bar added to the chassis roll cage. This 1-1/4” .083 round bar will be welded between the dash bar and the top hoop of the main roll cage. This bar will be located 21” from the inside of the passenger side window post bar. The driver side of the top of the bar will be centered with the center top hoop brace bar.

Car Weight

Car weight is measured with driver in the car. For the purposes of checking for compliance with the LSL weight requirements, cars will be weighed on the scales provided by Lone Star Legacy series and will be considered “official.” It is recommended that all teams weigh their cars using these scales since there may be differences

between different sets of scales. Cars may be weighed at any time before, during or after an event or qualifying. No fuel or any other substance may be added after an event or qualifying to make minimum weight.

1. **Total Car Weight: Minimum weight 1650 lbs.**
2. **Left side percentage: Maximum left side weight 56%**
3. **Cars utilizing the "new" head must weigh 1700 lbs.**

Engine blocks that are ".40 over" will incur a 25-pound weight penalty. The weight must be added in one, or more, of the designated weight areas. In addition, teams running a ".40 over" block must report that fact to Lone Star Legacy officials at some point before the car is entered in a Lone Star Legacy race event.

Designated Weight Areas

The designated weight areas are inside the 2" x 2" x 52" outside main frame rails, inside the stock 3" x 4" x 19" lead box on the tail section and mounted on back side of center main cross member in driver compartment (opposite sub belt mount). Maximum weight allowed in driver compartment is 40 pounds. No lead or ballast weight of any type can be placed anywhere on car other than in designated weight areas. Only lead in solid block form is permitted in designated weight areas. No lead shot or any other type of ballast weight will be permitted.

Note: There is no lead box on the backside of the center main cross member. Any lead there must be bolted through the cross member using minimum 3/8" bolts. The lead in frame rails and rear lead box must be completely inside them.

Car Bodies and Body Panels

Only the original Allison Legacy fiberglass bodies (or identical bodies) and body parts (or identical body parts) are permitted. Panels may not be interchanged between body styles and must be attached at stock seams using pop rivets with a minimum diameter of 3/16." Body fillers of any type are not allowed on the exterior of the body unless used for repair over a damaged area.

Body and Attachment to Frame

Body must be securely attached to frame with pop rivets with a minimum diameter of 3/16". Body must be attached to rocker panels on both sides through the flanges on bottom of body sides. Nose piece must be attached to front bumper and tail piece must be attached to rear bumper. **Front windshield must be securely attached to lower window bed.** Body must be attached in all places in permanent form. Absolutely no Dzus fasteners, cam locks or mechanical release type devices are allowed in attaching the body or body panels together or to any part of car or frame. Hood and trunk lid must be fastened with four 3/8" diameter hood pins, each using steel clips to secure. Hood and trunk lid must fit firmly on to front and rear windows, with no gaps, openings or holes. Body mounts must remain stock. Absolutely no skirts, air dams, fender or quarter panel braces permitted.

Body Measurements

1. Roof height (10" back from top of front windshield seam in center of roof) 42 3/4" plus or minus 1/2" from ground.
2. Nose height 2 1/2" minimum from ground to bottom of front end.
3. Quarter Panel height (measured at seam, left side) 29 1/2" plus or minus 1/2" off ground.
4. Bottom of Tail piece (measured at left side corner) 11 1/2" plus or minus 1/2" off ground.
5. Rear Spoiler:

- a. Spoiler size must be 3 ½" tall and 48" wide. Minimum thickness 0.063. Maximum thickness 0.080. Material must be aluminum only.
- b. Spoiler base must be 3 ½' plus or minus ⅛" from the deck lid/tail seam and follow the contour of the deck lid and quarter panel and be non-adjustable. No braces forward or backward of any type are permitted on spoiler.

Body Modifications Permitted

1. Door Flap (Optional) The left side driver door may be cut no longer than 24" from rear seam and 3 ½" down from top door flange. It must be hinged the full length of the bottom seam. The top door flange must be fastened to the window net so that the door flap is held firmly in place when window net is fastened.
2. Duct Openings (Optional)
 - a. A maximum of one opening on each side of front nose piece is permitted, left side opening may be no larger than 4" high x 6" wide that enters a single manufactured duct for a hose with a maximum diameter of 3". Right side opening may be no larger than 4" high x 9" wide that enters into a double manufactured duct for hoses with a maximum diameter of 3". The only items that can be ducted through these ducts are the front brakes and/or oil cooler. Any brake and or oil cooler duct must be permanently attached and sealed to front nose piece. Brake duct hoses must be securely fastened on both ends. No blowers, fans, air diffusers or mechanical devices allowed in the brake cooling system. Oil cooler hose must be securely attached to oil cooler. If no hose is attached to duct, duct opening for said hose must be sealed off both inside and outside of nose.
 - b. A maximum of one opening on each side quarter panel window, no larger than a standard manufactured Naca- type duct for a hose with a maximum diameter of 3" is permitted. Note: No duct hose can exceed 3" in diameter.

Windows

1. Front, rear and quarter panel windows must be Lexan (or equivalent) with a minimum of .093 thickness.
2. Front, rear and quarter panel windows must remain stock and attached in stock location with 3/16 pop rivets always.
3. Window Braces: Cars must have a minimum of 3 braces for front window and a minimum of 2 braces for rear window. Braces must be a minimum of 1" x ¼" .063 aluminum.
4. **Tinting and decals: The only tinting allowed on any window is across on the top of the front windshield not to extend more than 5 inches down from top of windshield. All cars must have a 6-inch-high, white car number on the top right corner of the front windshield. No other decals can extend more 5 inches down from the top of the windshield. Decals are permitted on side and rear windows if the driver's vision is not obstructed.**

Car Numbers

Car numbers must be registered with and approved by LSL. Car numbers can be a maximum of three digits. No letters or other symbols are permitted.

1. Door and Roof numbers must have a minimum height of 18 inches.
2. Door numbers must be located between front & rear door seams.
3. Headlight panel number required and must be on right side of car.
4. Taillight panel number required and must be on right side of car.
5. All cars must have a 6" high white car number on the top right corner of the front windshield.

Condition of Car Body during an event

Body condition must be approved by LSL officials before any event.

Unsecured or badly damaged body parts may result in a black flag situation during an event.

Suspension

Rear End

Only the Speedway Engineering midget six spline, quick-change rear end with 4.11 ring gear and pinion is permitted. Aluminum spools only. No lockers, ratchets or true tracks permitted. Axles must remain stock. No alterations or lightening permitted in any form. The upper link bracket, rear end tubes, trailing arms, Jabr bracket and shock mounts cannot be changed. No wheel spacers permitted on the rear end. The complete rear end assembly cannot be changed from stock specs in form or material including all rods connecting rear end to frame. The only other type of rod ends permitted other than stock will be steel or stainless steel heim joints.

Front Suspension

Upper and lower control arms, steering arms, spindles and hubs must remain stock. No modifications or changes in form or materials including ball joints and all connecting tubes. The only other type of rod ends permitted other than stock will be steel or stainless steel heim joints. One steel, ¼ inch thick, 6-½ inch outside diameter and 2-½ inch inside diameter wheel spacer is mandatory on each side. No other wheel spacers are permitted. Lower control arms on front end cannot be more than 1/8" different in length from the center of the rod end to the center of the ball joint on the front leg of the control arm.

Shocks

Only one, non-adjustable, stock, steel, QA1 7564, which is a 75 Series Steel chrome plated, twin tube shock with a 6" stroke and a #4 valving rate, or the Pro Shock SB 64, which was legal under the original Allison Legacy rules and prior editions of the Lone Star Legacy rules, is permitted per wheel. The only adjustable device allowed on the shock is the spring adjustment nut. No re-valving or altering of internal components of stock shocks permitted. No custom made or "tie-down" shocks permitted.

1. Springs: Only 1-7/8" inside diameter, 10" long, steel coil over springs permitted. The spring must be mounted in coil over form over the shock.
2. No sway bars on the front or rear permitted.

Steering

1. The stock rack & pinion steering box is the only steering box permitted. The steering rack must remain stock and in the stock location.
2. Tie Rods and Tie Rod Ends: Steel or aluminum tie rods permitted. Steel or stainless-steel tie rod ends permitted. Tie rods must mount in stock position.
3. The steering shaft must remain stock between rack and firewall. It may be raised, lowered, shortened or lengthened from firewall back towards the driver, but not changed in material.
4. The steering wheel and quick coupler must be stock or approved by LSL officials.

Track width

The total width from outside to outside of either the front pair of tires or the rear pair of tires cannot exceed 60" as measured at hub height.

Wheelbase

The wheelbase cannot exceed 80 1-16" on either side or be no less than 79-3/4" on either side.

Offset

Rear end

The center of the rear end can be no more than $\frac{1}{8}$ " off the center line of the tail section either way (side to side).

A- Frames

Lower control arms on front end cannot be more than $\frac{1}{8}$ " different in length from the center of the rod end to the center of the ball joint on the front leg of the control arm.

Brakes

1. Master Cylinder Only one single piston steel Ford type master cylinder must be Used. The only modification allowed is removal of the residual pressure valve.
2. Brake Line Only $\frac{3}{16}$ " diameter steel brake lines permitted, attached at master cylinder. A flexible hose not to exceed 20" in length must be attached to front calipers. A flexible hose not to exceed 20" in length is permitted at the rear brake line T fitting. A brake line proportioning valve is permitted.
3. Caliper Only the Outlaw model #1000 or Wildwood part # 120-9689 with 1.75" piston-3.75" mount caliper is permitted. Brake calipers must be mounted in the stock location. All brake caliper brackets must remain stock in material and form and in location. All brakes must remain operational always. Calipers may be shimmed for pad clearance.
4. Brake Pedal brake pads must be stock.
5. Front Brake Rotor Front brake rotor must be solid steel and have a $9\frac{3}{4}$ " outside diameter. Rotors can have a maximum thickness of $\frac{3}{8}$ " and a minimum thickness of 0.300". Brake rotors cannot be modified in any form including drilling, cutting, grooving or grinding.
6. Rear Brake Rotor Rear brake rotors must be solid steel and remain stock. Rotors must have a $10\frac{1}{2}$ " outside diameter and $6\frac{1}{4}$ " inside diameter. The outer surface of the brake hat must have a $6\frac{5}{8}$ " outside diameter and a $2\frac{5}{8}$ " inside diameter. Rotors can have a maximum thickness of $\frac{3}{8}$ " and a minimum thickness of 0.300". The distance from the outer surface of the brake hat to the center of the rotor must be $2\frac{1}{2}$ ". Rear brake rotor assembly cannot be modified in any form including drilling, cutting, grooving or grinding.

Switches/Wiring

Only one ignition switch and one starter button per car is allowed. An operational on off battery switch is mandatory. An on off switch is permitted on the dash area for the radiator fan and cool suit.

Mirrors

Any rear-view mirror may be used, it must be mounted securely inside the cockpit. Spot or side mirrors permitted.

Battery

Battery must be a Group 26 12Volt automotive battery. Battery must remain in the designated battery location in the stock form. Battery hold down must be 1" x 1" by $\frac{1}{8}$ " thick steel angle fastened with a minimum of two $\frac{5}{16}$ " diameter steel rods and nuts.

Seat

Only an approved high back aluminum racing seat with a minimum thickness of .120 is permitted. Seat must be attached to frame with a minimum of four steel bolts that have a minimum diameter of $\frac{3}{8}$ ".

Window Net

An approved full window net is mandatory. Minimum size is 16" X 16". The net must be securely fastened to the top left side door bar with a steel rod that has a minimum diameter of 3/8". It must have a quick release latch on top. The latch must be securely fastened during practice, qualifying, all racing events, and any time the car is on a race track and in motion.

Pedals

All pedals must be bolted in stock locations. Gas pedal must remain stock from the bottom hole in the mounting bracket upward, including the throttle cable and assembly. Brake and/or clutch pedal may be altered in form but not changed in material.

Heat Shield

A heat shield may be affixed to the right-side driver foot box and sheet metal area. The heat shield must be fastened securely and should not interfere with the operation of any part of the gas pedal.

Radios

No two-way radios allowed. No cell phones or other communication devices permitted in the car. Full operational Raceceivers or scanners are mandatory. Ability to receive radio communications from LSL officials or track officials may be verified prior to entering the track or while on track. If the driver is unable to hear race officials, they may not be permitted to compete or continue in competition if already on the track.

Engine

All engine parts and accessories, internal and external, must remain stock and in stock location. The only engine permitted for any LSL event including practice, qualifying and races is the stock Mazda B2200, 2.2-liter, piston, over headcam engine. All engine parts must meet OEM specifications for the B2200 engine as specified in the Chilton's manual (**for 1987 to 1993-year models**), including clutch, flywheel, pressure plate and transmission assembly. Engine mounts must remain stock and in the stock location.

No aluminum flywheels permitted. No lightening of flywheels. Minimum flywheel weight is 23 pounds.

NOTE: Optional "New head" is permitted with a 50-pound weight penalty.

Carburetor

Only the Weber 32 36 16 5L DGV5A carburetor is permitted. The carburetor, all parts of the carburetor, and the adapter plate must remain stock and in the stock location. The air jets and main fuel jets may be changed but must be stock jets. No other changes or modifications are permitted on the carburetor.

Air Cleaner

Only the Weber Part #99217.331 air cleaner assembly is permitted. Maximum height of the actual air filter is 2 inches. The air cleaner base, element and top must remain stock and must remain in stock location. Absolutely no ducts, hoses or other devices directed to or attached to air cleaner will be permitted.

Engine Exhaust System

All parts of header and exhaust pipe must remain stock in the stock location as manufactured by Allison Brothers. Optionally, the exhaust/tail-pipe system manufactured by Huff Industries may be utilized. Neither system may be altered from its manufactured configuration. The Allison system exits below the body panel in front of the right rear tire, while the Huff systems exits through the body panel in front of the right rear tire.

Right-side tail-pipe turn-out is mandatory in either system. To help prevent exhaust fumes from entering the driver's area, the end of the exhaust system must protrude beyond the body panel by a minimum of 1/4-inch but no more than 1-inch. Engine exhaust system may be painted, coated or wrapped with a high temperature coating.

Engine Cooling System (Oil Cooler Optional)

All parts of the engine cooling system must remain stock and in the stock location. Radiator overflow hose is permitted. A box type duct is permitted from the nose piece to the radiator. The duct can be no larger than the radiator itself where against the radiator and no wider than the outward bumper supports at nose piece. The duct must be sealed to the radiator. The only items that can be ducted through this box are the radiator, oil cooler (optional) or front brakes.

Radiator Fan (Optional)

Only one (1) twelfold electric fan is permitted. Maximum 12" in diameter. The fan must be securely fastened to the radiator core. No other fans will be permitted on car.

Clutch

Clutch, pressure plate, and flywheel must remain stock and are considered parts of the engine. Clutch master cylinder, lines and slave cylinder must remain stock and in stock location.

Transmission

Only the stock Mazda B2200 5 speed transmission is permitted. The transmission and all parts of the transmission must remain stock and in the stock location. The only part in, on, or attached to the transmission that may be altered is the shift lever. All five forward gears & reverse must be operational always.

Drive Shaft

Drive shaft must remain stock and in the stock location. No aluminum drive shafts permitted.

Engine Electrical System

All engine electrical components must remain stock, in the stock location, and must always operate in stock manner. No ignition or engine electrical component enhancing devices permitted.

Fuel System

1. Fuel cell types—A Fuel safe fuel cell with bladder and aluminum can required. Fuel cell location and fastening items must remain stock. Or any fuel cell specifically designed for auto racing. Must be constructed from steel or aluminum, no plastic fuel cells allowed. Must have an internal bladder, foam optional. Fuel cell must be safely and securely mounted as close as possible to the original location.
2. Fuel Line Automotive or Aircraft grade fuel line no larger than 5/16" inside diameter must be used. Any metal canister type fuel filter can be used. Pickup and return line between fuel cell and fuel pump must pass through steel fuel line tube, which must be in stock location.
3. Fuel Type Only "service station pump" automotive gasoline is allowed. You know what we mean by this and if you have questions, please ask the Tech official what we mean. No additives of any kind can be added to gasoline. Regular Unleaded 87 octane is recommended for best performance.

4. Fuel samples—LSL officials may take fuel samples from any competitor's fuel cell, fuel lines or carburetor at any time for visual and/or laboratory inspection.

Wheels and Tires

1. Wheels Only 13" diameter by 7" wide double centered steel Diamond or Broad Wheels with 3 ½" offset and one standard valve stem are permitted. Wheels must remain stock and cannot be altered or tampered with in any way.
2. Tires—Hoosier Asphalt Racing Tires, Item Number 10245 (6.6"x 23.2," 800 Compound), are required at all LSL events including practice, qualifying and races. NOTE: Goodyear tires that were previously used by these cars in years past may be used in 2016.
3. Tires cannot be soaked, softened, treated or tampered with in any manner. Tires may be inspected in any way (including durometer readings) at any time by LSL officials. Tires may be confiscated by LSL officials and submitted to the tire manufacturer or any other inspection facility for chemical composition testing at the discretion of LSL officials.

Inspections

LSL officials reserve the right to inspect any part of a Legacy car in any manner and at any time. Only those persons approved by LSL officials may be admitted to, or be present in, the inspection area.

Competitor Obligations

Competitors must take whatever steps requested by LSL officials, including teardown of the car, to facilitate inspection of the car. Failure to do so may result in a complete disqualification or other penalties assessed by LSL officials.

LSL officials may use discretion in assessing penalties that they consider as "minor" or "providing no performance advantage." In some cases, warnings may be issued with stipulations that the item must be corrected by the next race date.

FLAGS

Green

Start of Race - Cars must remain in position until they cross the start finish line.

Restarts - The race will resume immediately when the green flag is displayed. Absolutely no passing will be permitted before the start/finish line when the green flag is displayed.

Yellow

Caution - All cars must reduce speed and hold their position. No passing or racing will be permitted during yellow flag caution periods.

Black

Report to Pits Immediately, the black flag will be used at the Lone Star Legacy officials' discretion. A driver given the black flag must pull in the pit area immediately for consultation. A penalty may be applied when a black flag is ignored.

Blue with Yellow Diagonal

Passing Flag Cars receiving this flag must yield to faster traffic.

Red

All cars must hold their position and come to a complete stop in the designated area. No repairs or service of any nature or refueling will be permitted on any car when the race is stopped due to a red flag.

White

One lap to go

Checkered

End of Race. The race is officially completed.

Flags always take precedence over any signal lights.

Race Procedures

1. Heat race starting order will be based upon practice times. Feature race line up will be based on heat race finish. LSL officials have the right to change line up at their discretion.
2. Rookies will start at the rear of the field for four races or until LSL Officials deem the competitor competent. LSL officials may waive the "rookie" status designation at their discretion.
3. **Restarts on oval tracks will be side by side with the first-place car on the inside, second place car on the outside of the first-place car, third place car directly behind the first-place car etc. through the rest of the field. Any restart issues will be handled by the track officials.**

Driver Points System

100 points will be awarded to the driver who wins a feature event, then three points between each finishing spot. Example: 100 for the 1st, 97 for 2nd, 94 for 3rd, 91 for 4th, etc.

Purse

There is no guaranteed event purse or end of season funds for 2018. Should purse money become available for an event, all drivers who took the green flag for that main event (and not disqualified from that event for cause) will receive an equal portion thereof.

Should an end of season fund become available, the proceeds will be distributed based on the number of main events in which a driver participated in (took the green flag for the main event and not disqualified for cause) during the season. "For cause" means the disqualification was not for technical or mechanical infractions, but rather for unacceptable behavior such as fighting, overly aggressive driving, disobeying host track or LSL officials, etc.

The Driver and Car Owner are responsible for the actions of their crews.

LSL officials may temporarily or permanently suspend a participant or assess a fine or penalty (prize money, if any, or driver points) for cause (i.e.: improper driving techniques, successive and repetitive official warnings, misconduct at race events, etc.).

Misconduct and/or misbehavior extend to the driver's crew personnel. The driver is responsible for his/her crew's conduct.

LSL may temporarily or permanently revoke a driver due to crew or driver misconduct which is detrimental to the welfare of the Lone Star Legacy Series, its members, officials and/or host tracks. Drivers are responsible to communicate this crew behavior and conduct rule to all persons on their crew.

Overly aggressive driving in the opinion of LSL officials may be cause for temporary or permanent removal of a driver, disqualification from the event in which the infraction occurred or any other penalty deemed appropriate by LSL officials.

Protests

Technical Protest

A driver who competed in a LSL race event may lodge a written Technical Protest on a specific part of another car that competed in that same event. Protests must be for a specific part or item. For instance, one cannot protest an entire engine, but rather a specific part. "Fishing expeditions" are not permitted under these rules. During the inspection for the protested part, there may be times that LSL officials discover an illegal part that was not part of the protest. In this case, if the protested part is found legal, the protest fee will not be returned to the protester, but LSL officials may take whatever action they deem appropriate regarding the discovery of an unrelated illegal part.

A \$200 cash fee must accompany the written protest and be provided to the Chief LSL tech official within 15 minutes following the checkered flag for that event. Protests that are determined by LSL officials to be frivolous or unjustified may be refused at the discretion of LSL officials.

If the Technical Protest item is upheld (found illegal) the protest fee will be returned to the driver filing the protest and an appropriate penalty may be issued to the protested car by LSL officials.

If the Technical protest is not upheld (the part is found to be legal) the protest fee is not returned to the protester and LSL officials will determine the amount, if any, to be issued to the protested car.

Scoring Inquiry: A driver who competed in a LSL race event may submit a written Scoring Inquiry within 30 minutes of the posting of the provisional race results. The driver may only inquire about his/her own finishing position rather than the positions of other competitors.

A \$75 cash fee must accompany the written inquiry and be provided to a LSL official.

If the inquiry is not upheld (the finishing order was found to be correct as published) the inquiry fee is not returned to the driver making the inquiry.

If the inquiry is found to result in a change in the finishing order for that driver, the fee will be returned to the driver making the inquiry.

Time Trials may not be protested.

LSL reserves the option to accept or reject any protest. Official decisions are final.

ANY SITUATION COVERED OR NOT COVERED IN THE RULE BOOK WILL BE DEALT WITH AT THE DISCRETION OF LONE STAR LEGACY OFFICIALS AND THEIR DECISION WILL BE FINAL.

Rule Clarifications

These are not rule changes, but rather rules clarifications.

1. The only cam sprocket allowed in the LSL class is the stamped steel (not machined) "1,2,3,4" sprocket. The "A, B, C" sprocket is not allowed.
2. The only heads allowed in the LSL class are the F8 series heads that were stock for the 1987-1992 Mazda B2200 engine or the so called "Chinese" replacement head available from King Cylinder Heads.