Legacy rule changes, as of 4/1/2025

Update #1

Previous verbiage…

“To control both cost and complexity, methods that entail the construction of a separate metal or fiberglass female mold from a body plug will not be allowed, with the exception of the nose piece or helmet fairing.

Likewise, shells cannot be formed from sheet metal. Temporary exterior frames of wood or other material to support sticks or planks or wood, foam, etc. prior to glassing is an acceptable option.”

The above paragraph has been removed and replaced by the following…

“Shells cannot be formed from sheet metal. Temporary exterior frames of wood or other material to support sticks or planks or wood, foam, etc. prior to glassing are examples of acceptable options.”

Update #2

Verbiage related to Legacy hatch foam has been changed to allow pliable dense sandable foam, removing the requirement of white masters foam. Updated verbiage is as follows…

• On the Lay Back car, similar to an ISBD Masters hatch, 7” wide pliable dense sandable foam, minimum ¾” thick shall be installed to a minimum of 6” in front of the drivers face. No materials other than foam are allowed in this area. The foam shall not be painted, but may be dyed or colored with markers.

• On the Lean Forward car, the forward foam will be attached to the body in the front of the hatch opening, as described in the last section. If the optional rear-hinged hatch is designed to go around the back of the helmet, the area behind the helmet shall be padded with a minimum 7” width of 2” x 2” soft foam applied to the hatch. If the rear-hinged hatch is designed with a helmet fairing that folds down over the helmet, then pieces of either pliable dense or soft foam shall be applied to the inside of the fairing to help pad the helmet and index it into the correct driving position. It is recommended that one or more pieces of the Dense Foam be cut to match the rear contour of the helmet and glued on edge to the inside of the fairing to help index the helmet when the hatch is closed.

• The line of sight is defined as no part of the car, this includes the hatch foam on a Lay Back or forward foam on a Lean Forward, may be higher than the first rivet on the helmet, when the helmet is in race position. The first rivet must be visible at all times. See Figure 4.

• For the Lay Down car, ensure there is a minimum 7” wide opening from the cockpit hatch all the way back to the first rivet of the helmet. The only material allowed to intrude into this zone is to be pliable dense foam used to help support the helmet.

• For the Lean Forward car, the opening for the drivers face in the top of the shell shall be at least 7” in width, and lined with a minimum of one layer of 2” x 2” soft ISBD Stock Car Foam. This 7” minimum width shall be maintained back to 2” aft of the back of the helmet. The only material allowed to intrude into this zone is to be pliable dense foam used to help support the helmet. Pieces of this foam can also attached to the inside of the rear helmet fairing to help index the helmet location when the rear hatch is closed.

• For both car types, wood rails spaced at least 7” apart may be used to help provide a base for the helmet to sit on. These should be sanded smooth to avoid scraping the driver when entering the car. These rails may be extended inward of the 7” minimum opening using pliable dense foam.