

SPECIFICATION BOOK



2019

ASPHALT SERIES

Motor racing is a sport – a dangerous sport – but a good sport is made up of men and women.

This is no place for the troublemaker or the person who can see nothing but wrong. Believing that every action of the officials is directed at them; that rules are made only for them to break. This person has no place in the sport of motor racing.

Glenn Perret

**Executive member Formula 500's
Australia**

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PART ONE

SAFETY EQUIPMENT

All personal safety equipment shall be compliant with the regulations as set down by the governing body level of licencing. Head & Neck restraints **are mandatory**. Arm Restraints are **highly recommended but not mandatory**.

Current 3 inch five point SFI latch link belts may be used as per stated date on the belts. SFI belts will have a 2 year life from stamped date as is the current ruling. 3 inch belts are to be used only with SFI 38.1 approved Head & Neck devices that are designed to accommodate 3 inch belts. Drivers may use FIA 8853/98 or FIA 8853/16 cam lock safety belts with a 5 year life as per stamped date. 3 inch FIA belts are only to be used with Head & Neck restraints designed for 3 inch straps (FIA or SFI rated) FIA cam lock belts with 2 inch shoulder straps can be used with FIA8858-210 and later Head and Neck devices as well as 2 and 3 inch SFI 38.1 Head & Neck devices.

FIA belts are not permitted on dirt tracks, so would need to be changed out if swapping car back to dirt set up.

Any belts that are frayed, torn or in the opinion of the scrutineer, damaged, need to be replaced before competing. It is strongly recommended by the manufacturers of Safety Harnesses that should the harness be involved in a major impact they be replaced immediately. Drivers **MUST** install roll bar padding on sections of rollbars that may come into contact with the helmet in the event of an impact. Roll Bar padding is **mandatory** in all cars.

All other safety apparel is to be SFI or FIA rated to meet current standards, dates and conditions.

FIRE EXTINGUISHER

Minimum 1.0 kg dry powder fire extinguisher is highly recommended but not mandatory. All fire extinguishers must comply with all conditions as per the Governing Body. Fire extinguishers must be in date, tagged, and regularly inspected for currency. Fire Extinguishers must be fitted in front of seat under driver's legs and must be bolted in position with satisfactory clamping device. Race engineered pull cable fire bombs are to be inspected and signed off as approved in Log Books. Heat activated fire bombs are not recommended.

SEATS

Only factory manufactured seats approved by INEX or LCA may be used. **NO** homemade seats. Lightening of the seat by anyone other than the manufacturer is prohibited. **NO** alterations to framework bars are to be carried out to mount the seat. If altering the seat for safety and comfort the front seat mounting brackets (two of) may be modified. The modified mountings must still be welded to the floor seat mounting rail (this rail position cannot be changed). If the seat mountings are longer than the originals then they should be suitably reinforced or made of heavier material in proportion to their length. The rear seat mountings cannot be altered. Seats are not to be directly mounted to the floor. All bolts must be a minimum 8mm (0.32in) bolts with minimum 35 mm (1.38 in) backing washers, with the thread of the bolt protruding into the section of the nut, on the seat to prevent bolts pulling through the seat in the event of an impact. No drilling through bar work allowed. All seat mountings are to be to the satisfaction of the presiding technical inspector.

PART TWO

LEGEND CAR SPECIFICATION RULES

Upon entering a Legend Car for competition any car may be checked for engine, chassis, fuel, tyres, wheels, suspension or any other component to confirm legality at any time by an official of LCA or Track Officials.

The driver of the car is responsible for ensuring the legality of a car entering into competition, and will be the person that will suffer all resulting penalties. Refusal to allow any part of a car to be inspected by an official of LCA will result in immediate disqualification and possible suspension from future events in Legend Cars.

Drivers are responsible for the conduct of themselves, pit crew and associates involved with the driver and car. Any breach or misconduct in regards to abuse of another driver, official, pit crew or associates whether verbal or physical from the above mentioned during the course of a race meeting, will result in immediate disqualification from the event and further penalties will be imposed.

If this rule book does not specifically say that you can change, modify, add or remove something then you must consider that the change, modification, addition or removal of that item is **ILLEGAL**.

Any enquiries regarding the change, modification, addition or removal of any item of the race car must be submitted in writing to LCA with all supporting documentation.

DEFINITION OF TERMS USED:

“LCA” –Legend Cars Australia, deemed the sole manufacturer of Legend Cars in Australia.

“INEX/LCA” – Interprets and enforces the specification rules for all Legend Cars.

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

“Disqualification” – unless otherwise defined will mean the forfeiture of all awards, prizes and points earned for and prior to the infraction during the date(s) of the event.

“Competition/Race” – A contest in which a driver takes part and which is of a competitive nature or is given a competitive nature by the publication of results.

“Event” – An entire program of on track, LCA sanctioned competitions or races, including practice.

Every event which uses the name "Legend Car/s" or "INEX" or any likeness to the name or logo must be formally sanctioned by LCA.

"Unauthorized" use of the name by events or people will be vigorously prosecuted to the fullest extent.

U.S. Legend Cars International, when used in the current INEX Rulebook, will be considered the same entity.

COMPETITION RULES

All new and second hand cars eligible for competition in Australia will be sourced through U.S. Legend Cars. VIN number, registration papers, and validity of cars will be checked by USLCI in the USA and when they arrive in Australia they will be checked and registered by LCA. Log books will be supplied for all cars by Legend Cars Australia.

All cars eligible for competition in Australia will be registered by LCA and will have a Registration sticker dated from 1 Jan to 31 Dec of the current year, at a cost of \$210 per year. This annual fee covers Registration inspection and Log Book and Data Base updates. New Log Books are available from LCA at a cost of \$100 if required. In the event of a damaged or painted over Registration sticker, LCA will allocate new Registration number at no charge to the owner/driver. Registration Inspections cover structural and engine compliance only, basic safety requirements still remain the responsibility of the owner/driver.

All cars and frames racing as Legend Cars must have been produced by USLCI and stamped by INEX or LCA.

Cars not registered with LCA and not having a registration sticker approved by LCA will not be eligible to compete in Australia. Current LCA Registration and up to date LCA Log Book must be available at all times.

No Registered Legend Car will be permitted to compete on any track with any other division without prior LCA approval.

Unless prior arrangements have been made, Legend Cars will not be permitted to race with full sized cars due to major safety concerns.

GENERAL

At each race meeting, cars will be self-scrutineered and spot checks by will be carried out by accredited track scrutineers or appropriate venue staff. In addition random spot checks by LCA will be performed. Log books must be presented on request or that car will not be permitted to race. Drivers are required to self-scrutineer their cars and sign off Log Books before each and every meeting.

All personal safety gear as per the Governing Body Rule Book.

Only INEX or LCA stamped parts will be deemed legal unless otherwise stated.

A Log Book will be issued to ALL cars by LCA as part of Registration. Loss of this Log book will incur a replacement charge of \$100.

CAR SWAP OUTS

Your first race on any race weekend will be Qualifying. This should be raced in the car you entered in. If you have issues with your car over the course of the race meeting e.g. engine issues/failure, wheel bearing problems, steering issues etc. you may fix these problems at the track where possible. Engine changes are permitted, but the engine must be sealed. You must notify officials of the change beforehand and this engine will be inspected by an official before being cleared to race.

If your car is unsafe to drive, and repairs cannot be carried out on the day, you may use a second car under strict conditions.

- The car must be currently Registered.
- The car must have been Entered for that Round.
- The car must have been Scrutineered for that Round.

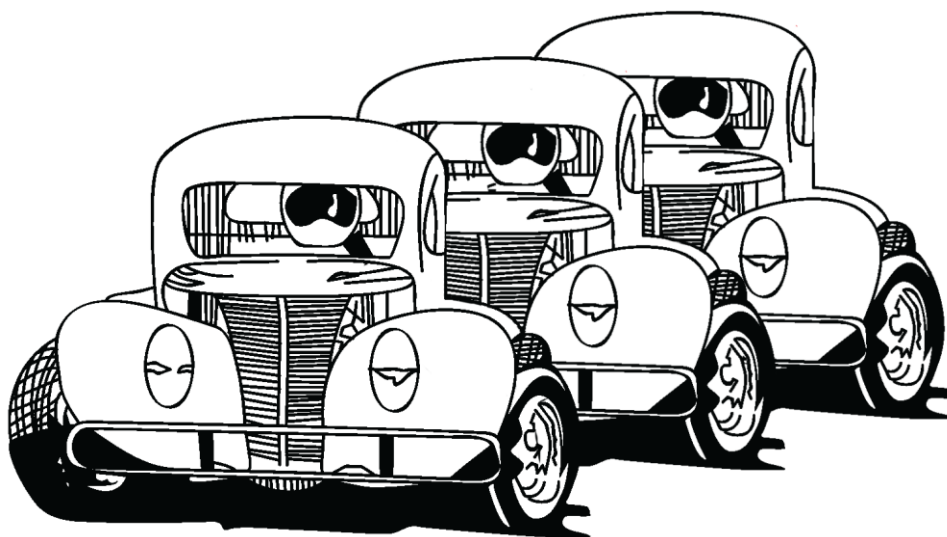
In the event of a swap out, the driver will retain all points accrued whilst competing in his own Entered car. Once a swap out occurs, the driver will start all remaining races RoF and receive **NO POINTS** for all remaining races over the weekend. RoF will also apply to any Reverse Grid races to be run.

If prior notice of car change for any Round is given, no penalties will be incurred, as long as that car is entered under its own number. Any transfer of entry fees is to be negotiated with AMRS, not LCA and their decision is final.

LCA must be notified in writing via email to info@legendcarsaustralia.com.au. as soon as practicable. Failure to notify LCA of car change will disqualify you from that round. SMS or phone messages will not be accepted as notification of car change.

GO PRO

It is highly recommended drivers install at least one Go Pro camera in their car. In the event of any serious on track incidents, all available Go Pro footage will be reviewed by officials.



PART THREE

INDEX

1. AERODYNAMICS

Spoilers or any other devices that affect aerodynamics are not permitted.

2. AIR FILTERS

Only stock and K&N air filters and outerwear pre filters are permitted. No device that directs airflow to the carburetors or increases air flow is permitted.

3. ALTERNATORS

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

4. BALL JOINTS

The upper and lower ball joint must remain stock, within the stock dimensions, steel thickness, location and configurations supplied by LCA and may not be reinforced in any way. Jam nuts are permitted on the upper and lower ball joints. Each ball joint must use at least one jam nut. The jam nuts may not be welded to any component. Additional split pins or R clips are acceptable as nut locking devices.

5. BALLAST

The ballast must be lead with a minimum ground clearance of 85mm. Ballast blocks may be no longer than 12" (304.8mm) x 1.5" (38.1mm) x 2.5" (63.5mm) which will weigh no more than 20lbs (9.07kgs). Stacking of blocks is illegal. Two blocks of lead may not be in contact with each other. All lead must be clearly visible with neon paint or tape wrapping and marked with the car number. Ballast may not be added by any other method, including steel shot or any other material in frame rails, bumpers, nerf bars or any other component. Blocks must be directly bolted through the oblong frame rails only using two 3/8" or equivalent bolts, washers & lock nuts. Blocks/ballast may not be placed anywhere inside the drivers compartment. The scrutineer's decision will be final on the safe mounting of ballast blocks. The provisions of MSA regulation J5.15 refers as a minimum

6. **BATTERY**

Only one acid or gel battery minimum 25lbs (11.3 kg) may be used.

Approximate dimensions are 7 1/8" x 8" x 6 1/2" (18cm x 20.3cm x 16.5cm). Top or side post type may be used.

Motorcycle batteries are not permitted. The battery must remain in its stock location and securely mounted. The original battery cradle and bracket must not be altered in any way.

Terminal covers and rubber cover over battery are recommended.

A Battery Isolation Switch is recommended and is to be located in the area of the parcel shelf above the battery.

7. **BOLTS AND FASTENERS**

Only equivalent stock or upgraded steel fasteners and bolts may be used on Legend Cars.

Fasteners may be drilled for safety wires, however intentional weight saving modifications are not permitted. All bolts are to be magnetic. Aluminium and titanium bolts are not permitted.

8. **BRAKES**

All brake components that attach to the diff housing or front spindles must be stock size, dimension, configuration, thickness and location as supplied by USLCL and stamped by INEX or LCA. All brakes are to be operational. Brake lines or calipers are not to be plugged off or shut off causing non operation.

NO drilling or lightening of discs or drums.

Minimum thickness of discs is 8mm.

Minimum weight of drums is 10 lb (4.5kg).

Brake master cylinder must remain stock and in the stock location.

Right or left brake pedal may be removed.

One brake proportioning valve is permitted per car.

Complete elimination of the brake at any one wheel is **PROHIBITED**.

Any of the brake parts that are attached to the rear axle or the spindles (front stub axles) must remain stock, within the stock dimensions, steel thickness, location and configurations supplied by LCA. The car must have operational brakes on all four wheels and must lock up all four wheels during inspections (brake lines may not be plugged or completely shut off).

Any type of cooling duct to the brakes is prohibited. The right or left side brake pedal may be removed. Only Wilwood, Mintex, Ferodo or Carbotech brake pads or shoes are permitted. Steel brake lines/'cupro nickel lines' may be substituted for steel braided brake lines and re-routed to give greater protection. No rubber or copper brake lines are permitted. The new Wilwood brake system may be used and must carry the INEX logo. Only Wilwood or Cobalt pads supplied by LCA may be used.

Brake Rotors/Brake Discs:

Only steel discs (not drilled or reduced in diameter) with a maximum diameter of 254mm are permitted on the front. The minimum permitted thickness of the disc is 8mm wide.

Brake Drums:

Only drums (not drilled or lightened) are permitted on the rear, as supplied by LCA. The minimum weight of the brake drum is 10lbs (4.54kgs). Intentional metal removal from the brake drum for the purposes of lightening is illegal.

Brake Master Cylinder:

The brake master cylinder must remain stock, within the stock dimensions, location and configurations as supplied by LCA. The brake master cylinder must remain on the engine side of the firewall.

Brake Proportioning Valve:

Any number of aftermarket brake proportioning valves for the brakes are permitted, but complete elimination of the brake at any wheel is prohibited.

9. BUMP STEER

Adjustments to the bump steer settings will only be permitted by placing spacers between the steering rack and the heim ends of the tie rods or between the front spindle pick up points and the heim ends of the tie rods. No other modifications to adjust bump steer such as changing the height of the steering rack or modifying the spindles are permitted.

10. BUMPERS AND TOW HOOKS

Front bumpers must remain standard as supplied by USLCI and stamped by INEX or LCA including tab thickness and length. One bolt is required per tab.

Rear bumpers and tabs must remain standard as supplied and stamped by INEX or LCA, with the exception of a diagonal brace on each side extending from the centre of the radius bend, back to the rectangular chassis section. This brace is to be of the same material type and dimension as the bumper and not exceed 300mm in length.

All bumper tabs must have minimum length of 25mm from the chassis end to the rear of the bumper. Should the tab become bent and therefore shortened it shall be repaired or replaced before competing again.

Bumpers are to be affixed to the car with one bolt per tab as supplied by USLCI and stamped by INEX or LCA. No welding, tie wire, taping etc. 330mm straps must be fitted. M12 tow hooks must be mounted at left and right hand front chassis rail and left and right hand rear chassis rail (**NOT** through bumper tabs).

If a bumper (front or rear) becomes dislodged whilst on track, the competitor must enter pit lane for the bumper to be re-attached (to the satisfaction of the scrutineer) or a replacement bumper is to be fitted. It is not permitted to re-join the track without a bumper.

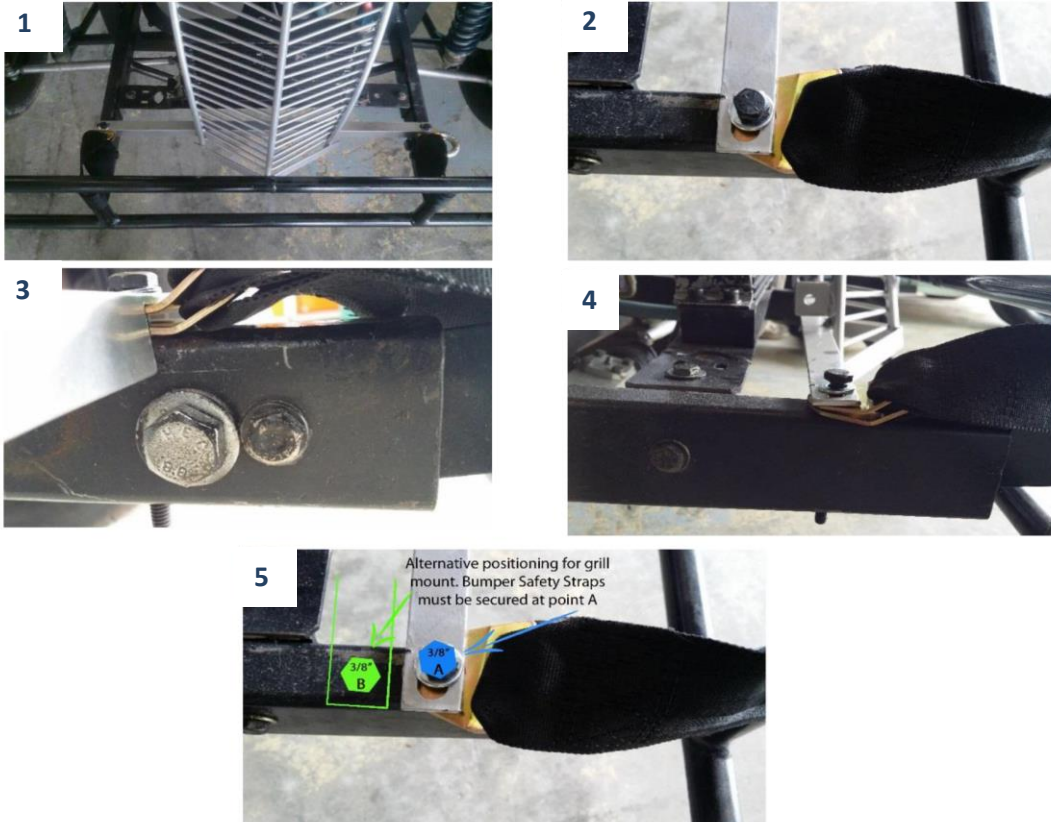
11. BUMPER STRAPS

All bumper bars are to be fitted with two seat belt straps. The straps are 330mm seat belt straps with eyelets at each end. The front straps must be mounted to the lower grill mounting points. They must not be mounted to the front bumper bolts or tow hook bolts. Two additional 3/8" (10mm) bolts are permitted to be added to the left and right hand side of the front clip to secure straps if room allows. See alternative position for grill mount below. The rear bumper straps must be mounted to the left and right hand tow hook mounting bolts. They must not be mounted to the rear bumper bolts. See photograph 5 below.

BUMPER SAFETY STRAPS

Bumper Safety Straps are to be seatbelt extensions with eyelets, measuring 13" (330mm). They must be mounted as per the photographs below.

On the front, the straps are to be mounted using the lower grill mounting points. Bolts may be increased to 3/8" (10mm). Two additional 3/8" (10mm) bolts are permitted to be added to the front, on the left and right hand side of the front clip to secure straps if room allows. This ensures the straps will hold the bumper high enough off the ground to prevent it being caught under the front wheels.



At the rear of the car, the straps must be mounted using the tow hook mounting bolts. They must not be mounted to the rear bumper bolts.



Under NO circumstances are any tow hooks to be fitted through any bumper tabs.

12. CARBON FIBRE

No carbon fibre is permitted on a Legend Car.

13. CARBURETORS

The carburetors and components of same must remain stock Yamaha FJ1200/XJ1200/XJ1250 as currently delivered by USLCI. Only carb jets, needles, slide springs and butterfly screws may be replaced.

No other modification to the carburetors or components of carburetors is permitted. Modifications or components to increase or restrict airflow to the carburetors (such as velocity stacks, heat deflector shields or internal modifications not listed above) are not permitted. Only the OEM heat shield between the carburetors and engine is permitted and may not be altered in any way. Plastic topped carburetors are not permitted. The inlet rubbers must have the marking 36Y on the component and may not be altered in any way. Throttle inlet diameter maximum 36mm and may not be machined, polished or altered in any way. Choke diameter maximum 29mm and may not be altered in any way. The diaphragm hole must not exceed 4mm and the diaphragm may not be altered from manufacturer's specification.

14. CAR/DOOR NUMBERS

Cars shall have door numbers on both sides of the car that are minimum height of 300mm and minimum width of 70mm, or to the satisfaction of LCA with written permission.

Any such written permission must be available to scrutineers at any time.

Roof numbers are permitted on the roof surface but are not compulsory. All cars must have the car number visible on the front and rear of the car, minimum height 100mm, minimum width 25mm. These numbers are to be placed on the Front Right guard and the Rear Left guard.

Competitors must apply in writing to LCA for allocation of a number and LCA will confirm the allocation to that competitor and their club in writing.

Numbers will remain the property of LCA and cannot be sold privately. Numbers will not be transferable between competitors without LCA consent. LCA has the final say on number allocation. A holding fee of \$50 per year will be paid to LCA to hold a particular number for a maximum of 1 race season. If you do not own a car, your number will be forfeit after one month.

A waiting list will be maintained by LCA and anytime a number becomes available, the first name on the list with that number as their preference will have first option on that number.

Please contact LCA for allocation of numbers.

Car number one (#1), is for the National Champion. All other numbers can be used.

LCA is required to notify car owners/drivers of the need to alter their car number a minimum 5 days prior to an event.

All cars will run a small sticker on the right rear guard, to identify their INEX division to other drivers.

PRO



SEMI PRO



MASTER



15. CHROME PLATING AND POLISHING

External parts such as bumpers, nerf bars, suspension components and cam cover may be chrome plated or polished.

16. CLUTCH MASTER CYLINDER

The clutch master cylinder must remain stock as supplied by USLCI and stamped by INEX or LCA in the standard location with no alterations.

Clutch pedal arm may be shortened to suit the driver.

17. COILS, COIL LEADS AND SPARK PLUG BOOTS

These components must be stock Yamaha parts to suit the engine used, stock grey INEX coil wires or any 8mm aftermarket coil wire (EG Bosch, Eagle etc.) or red Dynatek coils marked with the INEX logo as supplied by USLCI and stamped by INEX or LCA.

The spark plugs may be aftermarket type with the same thread size. The stock coil mount must not be altered in any way and may only be replaced with an INEX or LCA approved coil mount.

18. DRIVESHAFT

Driveshafts, flanges, and U joints must remain standard as supplied by USLCI and stamped by INEX or LCA with no lightening or alteration of any component.

Driveshafts must be painted white or light grey.

19. ENGINE COATINGS

Only coatings as delivered stock from the factory are permitted throughout the engine.

Headers may be painted with heat resistant paint only, or wrapped in heat wrap tape.

Repainting the engine or using an unpainted engine is permitted.

20. ENGINE COOLING

Extra fans, remote oil cooler, remote oil filter, header wrap, holes in the hood, holes in the front fenders, heat shields between carburetors and cylinder heads and mud shields in front of oil cooler are permitted. None of these items shall direct forced air into the air filters on the carburetors.

The size of holes in the hood shall not exceed a combined total of 54 square inches.

Hood louvres are permitted, maximum 3/8" (9.5mm) high and must not exceed the width of the hood.

Louvres must not direct air onto the air filters. Total area of louvre opening and hood vents combined, must not exceed 54 square inches.

Air scoops on bonnets are permitted. Scoops must not exceed 1.5" (38.1mm) in height, 10.5" (266.7mm) in width and 16.5" (419mm) in length.

SAAS Bonnet scoops are recommended.

21. ENGINE SERIAL NUMBERS

All engines must carry a serial number on the casing. Any engine without a serial number will be stamped by LCA prior to being sealed.

22. ENGINE LOCATION AND MOUNTS

Left and right side engine mounts must remain within the stock dimensions, steel thickness, configuration and location as supplied by USLCI and stamped by INEX or LCA. No aluminium mounts are permitted. The right side engine mount may be replaced with the optional mount supplied by USLCI and stamped by INEX or LCA. With the use of the optional mount on the right side, the original mounts on the engine on the right hand side may be removed. The engine mounts must remain in the stock location on the chassis rails. Mounts must remain bolted to the chassis, **NOT** welded.

23. ENGINES

The only engines permitted are Yamaha:

XJR 1300

XJ 1250

XJ 1219

XJ R1200

FJ 1200

FJ 1100

Only two (2) oversizes for XJR 1250/XJR 1300 Sealed Engine + 4Thou and +8Thou.

All engines are to be checked and sealed. All engines will be measured and sealed by LCA prior to racing or tech sealed in the interim at the discretion of LCA or Officials. One week's notice is to be given to check and reseal the engine at a cost of \$100 to the owner. All engines are to be brought to Goulburn for testing and resealing.

LCA reserve the right to install a Tech Seal at the track if necessary. The engine should be inspected and sealed prior to the next round. If the engine is deemed non-compliant at that time, all points for Tech sealed rounds will be lost.

Engines not sealed by LCA will be disqualified from the event.

24. EXHAUST SYSTEM

The headers, muffler and gaskets must remain within the stock dimensions, steel thickness, locations and configurations as supplied by USLCI and stamped by INEX or LCA. The internal and external components of the header and muffler must not be altered in any way, with the exception of muffler retaining tabs, wires, springs or chains associated with the retention of the muffler for safety reasons.

Stock USLCI S&S exhaust systems are mandatory.

Heat wrapping on the headers is permitted.

The muffler must have restraints fitted to prevent the muffler becoming dislodged during racing.

Generally a chain of 3/16 thickness links fixed around the muffler outlet with the use of a hose clamp and the chain then bolted to the chassis gusset located nearby is sufficient. Other methods of retaining the muffler in place may be approved by the presiding technical official of LCA. Alternate exhaust systems may be approved by LCA if deemed non-performance enhancing after testing.

25. FENDER MOUNTING

Stock fender mounts must remain and must not be altered. No additional supports or mounts permitted. All 37 Ford grills must use the inner mounting hole closest to the grill. Cars that use a Fibreglass grill shell may remove the original fender brackets. Area under the rear fenders – removal of the fibreglass section of the body underneath the rear fenders is permitted to allow for easier access to rear suspension components. Removal of any body section under the rear fenders must not affect general appearance.

26. FENDER HOLES AND TRIMMING

Holes are permitted in front fenders with a maximum of 10 holes per fender. Maximum diameter of each hole is 100mm.

Trimming of front fenders on the engine side of the fender is permitted to allow clearance around headers and air filters, and must be minimal. Minor trimming allowed around grill and running boards to allow fitment only.

Rear fenders are not permitted to have holes or vents. Rear fenders may have the wheel arch section trimmed to allow for tyre clearance but must be minimal to retain appearance. The wing contour must measure at least 254mm from the main body shell. Measurements will be taken from a point on either rear wing above the top dead centre of the tyre. The original standard position of wings to the body shell and frame must remain as supplied on each model.

27. FIBREGLASS COMPONENTS

All fibreglass components must remain of stock dimension, thickness, location and configuration as supplied by USLCI or LCA. All panels must be fibreglass and approved by USLCI or LCA.

Fibreglass panels must not be intentionally lightened or reinforced.

The use of a complete front end (hood, fenders and grill) on a different model car is permitted.

28. FIREWALL

A steel/aluminium fire wall as supplied by USLCI and stamped by INEX or LCA is mandatory. A thicker than stock firewall can be installed.

29. FRAME

Absolutely **NO** modifications of the frame or roll cage are permitted.

Any special requests or unusual repairs must be submitted in writing to LCA and, if granted, approval for such requests will be given in writing and must be kept available to officials at any time during a race event.

VIN number plates **MUST NOT** be removed or transferred to another chassis under any circumstances. Any participant found to be in breach of this rule will incur a lifetime ban from Legend Car racing in addition to heavy fines. No exceptions shall be made.

Only frames produced by USLCI and stamped by INEX or LCA may be used.

Frame Update – As of January 1, 2000, all Legend Car frames (coupes & sedans) with 0.065" E.R.W. main roll cage will no longer be eligible for competition in the Legend Car Series. All frames must be replaced with a 0.083" D.O.M. main roll cage frame. It is estimated that all frames produced before August, 1995 do not meet the above 0.083" D.O.M. requirements.

All cars & frames running as Legend Cars must be produced by USLCI. All cars must carry the serial number assigned to that frame. This plate shall not be tampered with in any way.

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 LCA/INEX sanctioned events.

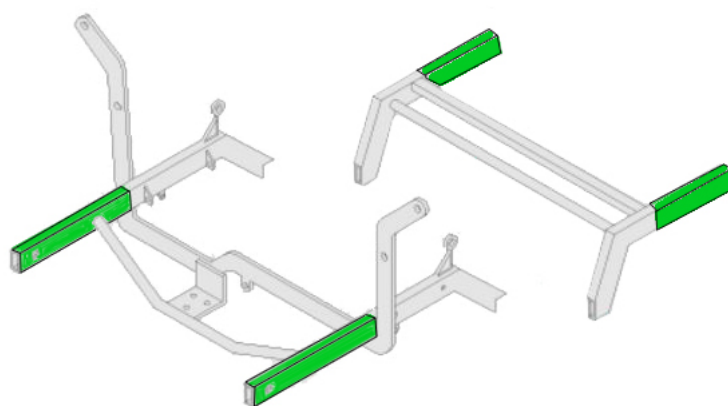
Suicide Doors – Doors with the latch on the A-Pillar and hinges on the B-Pillar rather than the traditional method of the latch on the B-Pillar and the hinges on the A-Pillar. Suicide doors are only permitted on the 1934 Ford and Chevy Coupe frame.

If the chassis should become severely damaged, replacement frames must be purchased through USLCI authorised dealer only.

Front and rear clips may be replaced with approved front and rear clips supplied and stamped by INEX or LCA. Repairs to front and rear clips are permitted as per the image below.

Front and Rear Clip repair zones.

Only the areas colored green may be repaired or replaced.
Anything beyond these zones requires a new clip.



The main roll cage and drivers compartment is **NOT PERMITTED** to be replaced or repaired if damaged beyond the presiding technical officer's satisfaction.

LCA reserves the right to make the final decision with regard to the integrity of the rollcage/chassis.

Frame /Chassis Replacement:

Should the chassis become severely damaged, replacements must be purchased through LCA. The competitor must give the damaged chassis, including VIN plate to LCA for disposal before a new chassis will be released to the competitor. The replacement chassis and VIN plate will then be approved.

Frame/Chassis Repairs:

Front and Rear clips (only) may be replaced. The clips must be purchased from LCA. The drivers compartment of the frame, (roll bars, cross braces etc.) may not be repaired or replaced if damaged or altered in any way. The licenced Eligibility Scrutineer reserves the right to disallow a repaired car which does not appear to have been repaired correctly.

30. FUEL

The only fuel allowed is commercially available petroleum based fuel available from multi outlet services stations, maximum octane99.

NO ethanol blend "E85", methanol, Elf or other brands of racing fuels are permitted.

NO additives are permitted. **NONE.**

LCA reserves the right to specify and/or supply at cost a designated fuel for specific events.

31. FUEL CELL

All fuel cells are to be as supplied by USLCI and stamped by INEX or LCA and remain in the stock location.

All fuel cells must incorporate the use of foam blocks inside the fuel cell.

The car number must be clearly marked on the fuel cap.

Red plastic fuel cells with the cap diameter of 5 5/8" (14.2cm) or larger must no longer be used after a July 2014.

Fuel cooling devices are not permitted.

32. FUEL FILTERS

Aftermarket fuel filters are permitted.

NO glass filters.

Fuel filters must be located in stock location behind the driver's seat firewall.

33. FUEL LINES

Fuel lines **MAY NOT** be located in or run through the driver's compartment. Steel braided fuel lines are mandatory. Fuel lines are **NOT** to come in contact with electrical wiring.

34. FUEL VALVES AND REGULATORS

Aftermarket fuel shut off valves and regulators are permitted.

35. FUEL PUMP

Fuel pumps must be stock as per supplied by USLCI and LCA.

Fuel pumps must be wired to the engines electrical system so that when the engine stops, so does the electrical supply to the fuel pump. The fuel pump should cease to operate when the engine stops. Fuel pump shall be securely mounted to the roll cage in the stock location as supplied by USLCI.

36. GAUGES & SWITCHES

Only gauges that record or display the following are allowed:

Gear Shift Indicator.

Cylinder head temperature.

RPM.

Oil pressure.

Oil temperature.

Digital gauges are permitted.

Oil pressure gauges must use steel braided lines.

All switches must be clearly identified and marked accordingly.

37. GEAR RATIOS

The only rear end gear ratios permitted are to be within the range of 2.50 to 4.30.

The gears must remain within the stock dimensions, thickness, weight, location and configuration as supplied by USLCI and stamped by INEX or LCA.

38. GEAR SHIFTER & KNOB

Gear shifter is to remain stock, as delivered by USLCI (Part # 110X00X202). Gear knob may be stock or driver choice, but must be no higher than 200mm from tunnel cover when lever is in the upright position. Gear knob choice may not be offensive in any manner.

39. GRILL

The steel grill must remain within stock dimensions, steel thickness, location and configurations as delivered by LCA and may not be reinforced in any way. The grill must be the same model as the hood, grill shell and front fenders that are used.

40. GUSSETS

No removal of stock gussets is permitted. Additional strengthening of the pick up point on the frame for the 6.5" rear axle upper radius rod is permitted subject to

41. HEIM ENDS

Only magnetic steel heims as currently supplied by USLCI and stamped by INEX or LCA or heims of very similar appearance and dimension are permitted.

Aluminium heims are **NOT PERMITTED**.

42. IGNITION SYSTEM

The complete ignition/engine control system must be the original OEM parts for the motor. Electronic throttle/traction controls are not permitted.

In line fuses only, **NO** fuse blocks.

Ignition pick up coil wires must run directly to the ignition box and may not be taped, tied or wrapped to other wires or fuel lines.

43. IGNITION CONTROL BOX

The stock ignition box that was the OEM supplied unit (black box), or red INEX approved ignition box are the only boxes permitted for use. They **MUST NOT** be altered or relocated in any way. Only one ignition box is permitted. The OEM black box ignition must not exceed the capability of 10,500 rpm.

LCA reserves the right to substitute an ignition box at any time, on any car. Failure to comply will lead to expulsion from that event and possible fines and/or suspension. LCA will not be liable or responsible for any engine failure or damage that may result whilst using a LCA supplied ignition box.

Blue box ignition boxes or any other type of device that allows ignition timing to be altered is not permitted.

44. IGNITION ROTORS

Ignition rotors must be the stock OEM supplied part or the rotor supplied with an INEX red ignition box as supplied by USLCI and stamped by INEX or LCA. No aftermarket electronic ignition advancers are permitted.

45. IGNITION PLATES

The ignition plate must be the stock OEM supplied part or the plate delivered with the INEX red ignition box as supplied by USLCI and stamped by INEX or LCA. It may be slotted to advance the ignition timing of the engine. The ignition pickup cover is not mandatory.

46. JAM NUTS

At least one jam nut per radius rod and one jam nut per ball joint is required.

47. LOWER CONTROL ARMS

The lower control arms must remain stock and as per dimensions supplied by USLCI and stamped by INEX or LCA. Each measurement shall have a tolerance of + or – 1/8" (3mm).

48. MANDATORY DECALS

All registered Legend Cars are to display LCA stickers (provided at Registration) on left and right rear panels as per image below. No changes are permitted to this decal positioning.



LCA reserves the right to insist cars display a sponsor, association or incorporation logo at selected events. Failure to comply may result in expulsion from the event.

49. MIRRORS

External Mirrors **are mandatory**. Interior mirror is optional.

50. MUFFLERS

Mufflers such as stock Legends S&S are to be as supplied by USLCI and stamped by INEX or LCA. Mufflers must remain stock and must not be modified in any way except external tabs or mounts to assist in retention of the muffler.

Exhaust must be mounted and fixed to the factory mounts (pushed tight together).

51. NERF BARS

The Nerf bars must remain within the stock dimensions, thickness, location and configuration as delivered by USLCI and stamped by INEX or LCA. No other type of Nerf bar is permitted. Nerf bars must not be used to hold ballast.

52. OIL CATCH CANS

An oil catch can (max 17oz (500ml) capacity) may be used. It must be securely fastened and remain within the engine compartment. It may only be routed to by a hose from the stock crankcase breather opening or the oil fill cap.

53. OIL COOLERS AND LINES

Oil coolers must be cooled by the flow of air only. All oiler coolers and lines must be located forward of the front fire wall. More than one oil cooler is permitted. Fans are permitted on oil coolers. Oil coolers **MUST NOT** be mounted below the bottom of the front bumper. After market oil coolers are permitted.

A shield securely fixed may be used to prevent dirt blocking the cooler, any such shield shall not exceed the front cooling core surface area of the cooler by more than 20%.

54. PICKUP POINTS AND SPACERS

Absolutely **NO** modifications of the frame pickup points, rear end pickup points or spindle points are permitted. A maximum $\frac{3}{4}$ " (1.9cm) wide spacer may be used on all $\frac{1}{2}$ " (1.2cm) suspension bolts.

55. RACK AND PINION STEERING

Only the rack and pinion steering box as currently supplied by USLCI and stamped by INEX or LCA may be used. No other steering box is permitted.

56. RACE CAR APPEARANCE

All competitors must present a neat, clean and stock appearing car for any LCA sanctioned event. Crash damaged cars must be repaired to the minimum technical standards and approved by the Licenced Eligibility Scrutineer before returning to competition. The Licenced Eligibility Scrutineer will report to the Clerk who may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above.

LCA reserves the right to deny entry of a car into race competition if in the opinion of LCA the car has inappropriate sponsorship, advertising, paint scheme or lettering that is not in good taste or deemed offensive.

57. RADIUS RODS AND PANHARD BAR

The radius rods and panhard bar must be within the stock dimensions, thickness, location, material and configuration as supplied by USLCI and stamped by INEX or LCA and **MUST NOT** be reinforced in any way. **NO** steel radius rods or panhard bars are permitted.

The 11" (27.9cm) and 12" (30.4cm) rods may be interchanged anywhere on the car as long as the car still meets all specifications contained in this rule book.

58. RAIN/BRAKE LIGHTS & KILL SWITCHES

Rain/Brake lights and kill switches **are mandatory**. Approved parts and placement are shown below.

Rain/Brake Light

This Rain/Brake Light helps to prevent racing start grid accidents and warn other drivers when braking occurs. The switch has a function which turns your LED rain light into a hazard warning flashing light which alerts other drivers to avoid your car while you can concentrate on the task of restarting your car. The Rain/Brake Light can also be used to alert drivers if you need to return to the pits due to a problem and/or red flag situations. The Rain/Brake Light has the following functions – Rain Light off/Rain Light on/Rain Light hazard warning/Brake Light. Switch is to be mounted on the dash panel and to be clearly marked as 'Rain/Brake Light' as per picture below.

****Note** – Brake Pressure switch is designed to fit into the brake master cylinder. There is a position in the cylinder with a blank plug that these will adapt too. Wiring diagram available from LCA if required.



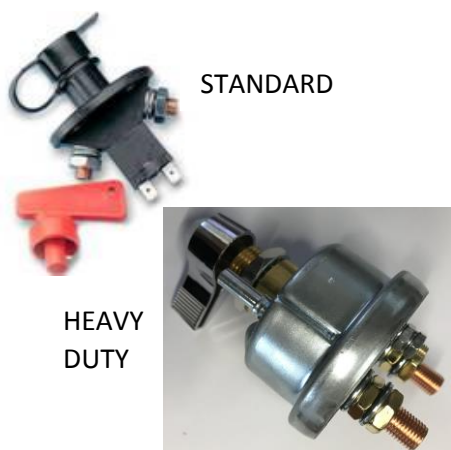
Keeper Technology FIA-MSA Approved Round Rain/Brake Light

These round Rain/Brake Lights feature 51 bright red LED's and are mounted via brackets built into the housing. FIA & MSA Approved for motorsport use. Dimensions – 2.05" (52mm) diameter x 1.65" (42mm) long. The Rain/Brake Light is to be mounted in the centre of the rear parcel shelf as per picture below. Brackets must conform to shape and size shown below. Existing Cartek Rain Lights are acceptable and can be wired up as per instructions.



FIA Battery Master Cut-Out Switch

FIA Battery Master Cut-out Switch will ensure complete electrical shutdown on a running competition car when operated. It also prevents damage to the alternator diode and prevents engine run on when operated. Suitable for 12V use and should be used with 10mm diameter battery terminals. Standard and Heavy Duty switches allowed.



Pull Cable

Pull cables suitable for remote operation of mechanical battery cut-off switches. The cable is supplied with an inner cable and outer sleeve with a threaded section to allow it to be mounted to a panel or bulkhead. This cable is to be mounted to the left hand front side panel as per picture below and clearly marked with an FIA approved electrical decal.



59. REAR AXLES

The only axles permitted are the type that are supplied by USLCI and stamped by INEX or LCA and must not be lightened or strengthened in any way. All one piece axles must be stamped by INEX or LCA.

60. REAR ENDS

Only 10 bolt pattern/wide flange (5/8") Toyota, locked steel rear ends are permitted. All rear end components including the housing and pickup points must meet the stock specifications of the stock component as supplied by USLCI. Strengthening of upper rear diff mount is acceptable with materials remaining OEM. Any repair is to be approved and Log Booked by LCA before next race meeting. The rear end must be locked, all spider gears welded to steel spool as supplied by USLCI and stamped by INEX or LCA.

NO limited slip diffs, aftermarket gears, quick change rear ends, floaters, homemade or otherwise are permitted.

Only OEM bearings are permitted.

NO spacers are permitted between the backing plate and bearing. Axle tube material must be 3" O.D and 0.120" wall thickness. Double shear rear end housing is available through INEX or LCA and may be used.

61. RIDE HEIGHT

The car may have no less than 3 ½" (90mm) between the bottom of the frame rails (not the weld) and the ground. This measurement is to be checked without the driver in the car, as raced, without lifting of the car in any way.

62. RUNNING BOARDS

The running boards must remain within the stock dimensions, steel thickness, location and configuration as supplied by USLCI and approved by INEX or LCA.

NO reinforcement is permitted.

63. SHEET METAL

The minimum thickness of sheet metal is 0.036" (0.914mm). All sheet metal panels are to remain the same size, appearance and location as supplied by USLCI and stamped by INEX or LCA. The fuel cap access hole must be covered and secure.

64. SHOCK ABSORBERS

All Legend Cars must use Bilstein shocks which will be tested using the LCA supplied shock pressure gauge. The Bilstein shocks are stamped with the INEX logo and can only be supplied by LCA. Shock numbers or INEX marks and security stickers must be visible at all times. Changing or altering the fluid inside is illegal. Shocks may be turned upside down and the upper part of the rear shock may be mounted on either side of the inside or outside of the frame. Shock bumpers are permitted, max thickness ¼" (6.35mm). Absolutely no tampering or alteration of external or internal components, fluids or gases permitted.

65. SPINDLES

The spindles must remain stock, within the stock dimensions, thickness, location and configuration as supplied by USLCI and stamped by INEX or LCA.

Repairing a cracked or broken aluminium spindle is **NOT** permitted.

Only alloy spindles as issued by USLCI or LCA are permitted, **NO** steel versions are allowed.

66. SPRINGS

All Legend Cars must use a 10" (25.4cm) or 8" (20.32cm) spring. Any spring weight combination and aftermarket springs of stock design are allowed. Barrel springs are not permitted. One spring per shock.

Spring rubbers are **NOT** permitted.

67. SPROCKET ADAPTORS

This item must remain stock as supplied by USLCI and stamped by INEX or LCA.

NO lightening or modifications of any type. A set screw to retain sprocket nut is permitted.

68. STEERING COLUMN

The steering shaft or steering column bracket may be modified to suit driver comfort or safety by altering the length of the shaft or by altering the steering column bracket that connects to the dash. Dash bracket must remain steel. Bearings are not permitted to be used in mounting the steering shaft. Stock style bushings or steel rod ends must be used.

Intentional lightening of any component is **NOT** permitted. A hose clamp or shaft collar is mandatory on the steering column in the engine bay and driver's compartment sides of the tube that houses the steering column.

There can be no more than a 0.24" (6mm) gap between the bushing and the clamp/collar.

Modification of the driver's compartment roll cage is **NOT** permitted.

Tubing used for steering shafts must be stock as supplied by USLCI.

Upgraded steering universals are permitted.

Steering quickeners are **NOT** permitted.

69. STEERING WHEELS

Aluminium or steel Steering wheels may be used. Size may be increased or decreased from stock size.

Racing style, quick release steering hubs are **mandatory**.

70. TRACTION CONTROL DEVICES

NO electronic traction/wheel devices are permitted.

71. TYRES

The only tyres permitted for competition after 01 July 2019 are the LEGENDS marked MRF tyre.

Tyres must not record a reading of less than 45 on a durometer.

Any tyre that does not meet the minimum durometer reading of 45 will be confiscated by the Scrutineer for further testing and may be destroyed at the discretion of the presiding technical officer.

It is the responsibility of car owners and drivers to ensure their tyres comply with the measuring device used by scrutineers.

Tyres used on the car are **NOT** to be recapped, repaired, patched, siped, buffed, ground, machined down, soaked or softened.

NO substance that softens or alters the compound shall be used on the tyre footprint area. Tyre shine or appearance enhancer may be used on the side walls only.

Cars must **NOT** have any tyre other than the prescribed tyres at any time during the course of a race meeting including transport through the pit area.

Heavy penalties will be imposed by LCA for any driver in breach of these rules relating to tyres. Tyres to be run stock. **NO** extra grooving allowed.

Steel or alloy valve caps are **mandatory**.

72. UPPER CONTROL ARMS

The upper control arms must remain stock, within the stock dimensions, steel thickness, location and configuration as delivered by USLCI and stamped by INEX or LCA. Tolerances + or – 1/8" (3.18mm).

73. WEIGHT

The minimum weight is 1344lbs (610kg) with driver and in full racing condition after practice or race. The Licenced Eligibility Scrutineer will designate the scales to be used for any post-race checks and they will be deemed to be Championship scales.

Competitors are **NOT** permitted to add fuel after an event to meet minimum weight requirements.

Lightening of "stock" components by shaving, milling, drilling or any other method is illegal.

Any item on a Legend Car that is used (other than what is mentioned in the rules) as a weight saving method is considered illegal. All non-stock aluminium, titanium, stainless steel components are considered illegal.

It is the driver's responsibility to ensure the car meets the minimum weight requirement of the measuring device of the LCA officials.

74. WHEELBASE

All cars must compete with 72 ¾" (184.78cm) to 73 ¼" (186.05cm) wheelbase on either side.

Measuring wheelbase – The measurement will be taken with the front and rear tyres 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 tyre sidewall and the front and rear of the front tyre 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.

75. WHEELS

Any type of automotive wheel that has a 13" (33cm) diameter, a 7" (17.8cm) width and the offset of 3" (7.6cm) to 3 ¼" (8.25cm) from the back rim edge to the back of the wheel centre is permitted. All wheels must be magnetic steel, **NO** alloy wheels permitted.

NO wheel weights are permitted. Bleeder or relief valves are **NOT** permitted.

INEX or LCA approved beadlock wheels must be used on the right rear, but are optional elsewhere. **NO** wheel spacers are permitted.

76. WIDTH

The total overall width of the car front and rear may not exceed 60 inches (152.40 cm). The car must be able to roll freely through a 60" (154.94 cm) wide gauge. The official gauge is fitted with a 60" trigger bar, which must be capable of retaining its position within the gauge when the vehicle is being pushed through.

All cars must be under a maximum of 48" in overall height. There must be a minimum of 6" between the inside edge of the rear brake drum and the rear frame rails. No wheel or axle spacers are permitted.

77. WINDSHIELDS

All cars must be fitted with an approved Lexan windscreen. A sun visor with a maximum height of 3 ½" (90mm) may be used at the top of the windscreen opening. Sun visor must be made of flexible plastic type material and be securely fixed. LCA reserve the right to advertise series or other sponsors in this location. Failure to comply will result in RoF penalties for **ALL RACES** including Feature and no points allocated for that event.

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## **PART FOUR**

### **CAMSHAFTS**

Camshaft modifications are not permitted in sealed XJR 1250/XJR 1300 Engines.

Camshaft chains must remain stock as delivered by Yamaha.

Stakeable link can be used.

Camshafts may be pinned.

**NO** aftermarket Cam chain gears or slotting of bolts is permitted.

## **CLUTCH**

The clutch plates and springs may be replaced with aftermarket types of the same design.

**NO** aluminium clutch plates allowed. Aluminium Clutch baskets permitted.

Heavy Duty Clutch is permitted.

## **CYLINDER HEADS**

All engines must retain the casting marks on inlet and exhaust ports

All engines are permitted to have valve seat inserts reworked or replaced with aftermarket seats of original dimensions. The stock I.D at the bottom 1/16" of the intake port is 0.99.", the exhaust port shall be 0.830". No porting of any area below the valve seats.

"O" ringing of head or block is not permitted.

Relief cuts for cc balancing must not exceed the bore size.

Repair welding on heads is permitted but must remain stock configuration.

Compression ratio shall not exceed 10.0:1. The cranking compression (determined by 10 to 12 revolutions) must not exceed 165 psi whether the engine is hot or cold with the throttle wide open.

Cam timing may be altered to reduce the cranking compression measurement.

The compression gauge used by scrutineers is the official gauge. It is highly recommended that engines be set at a cranking compression of less than 155 psi to allow for variances in measuring equipment.

Crankshaft must remain stock.

No modifications to throw balancers or weight of the crank and no polishing permitted.

Minimum crankshaft weight is 27 lbs (12.2 kg).

Pistons may be oversize type up to 0.22" from stock; pistons must remain complete with no alterations.

Worn cylinder sleeves may be replaced with aftermarket types.

Conrods may be shotpeened and lightened to suit the lightest rod. No polishing of Conrods.

Aftermarket rod bolts permitted. All Conrods must be as per original assignment, e.g. no 1250 rods in a 1200 engine.

Cutting the dome on 1200 pistons is allowed in order to achieve 10.0:1 compression ratio.

Engine stroke must remain standard.

## **1200 CRANKING COMPRESSION**

The cranking compression of a sealed engine must not be at or below 165 psi at any time (hot or cold) on at least three (3) cylinders with the ignition off, the throttle wide open, and with the carburetors on the engine. Ten to twelve revolutions of the engine will determine the total compression of the cylinder. Cam timing may be adjusted accordingly to meet the requirements of this rule by slotting the cam sprocket gear or substituting with an aftermarket cam gear sprocket.

INEX highly recommends that you have your engine set at 155lb. cranking compression instead of right on the line at 165lb. to allow for slight variations between gauges. There is no tolerance for engines over 165lb. The gauge used by the Tech Inspector is the "official gauge."

## **PART FIVE**

### **VALVES**

The only alterations to valves are the angles on the valve seat, with a maximum back cut width of up to 0.020" (0.508mm) from the edge of the valve. Only stock valve lifter and adjuster shims may be used. Valve guides must remain within the stock dimensions.

Valve springs may be replaced with aftermarket steel magnetic types only. Stock spring retainers and clips/keepers must be used.

### **TRANSMISSION**

The transmission and associated gears must remain standard with the only alterations permitted being the installation of shims to assist with proper gear engagement.

### **OIL PUMPS, PANS AND OILING SYSTEMS**

Oil pumps must be of stock dimensions, with the only alteration being the installation of shims in the relief valve.

Oil pan must remain stock, no alternations.

Oil lines may be diverted to suit remote oil coolers, filters or camshaft oilers (commonly known as top oilers).

## **PART SIX**

### **REGISTRATIONS**

All race cars must be registered with LCA, have the Log Book available and carry a LCA approved registration sticker valid from 1 Jan to 31 Dec of the current year. Current dual or dirt registered cars will be permitted to race. Registration sticker must be fixed to the Roll Cage on front right hand side parallel cross bar. VIN Plate must also be affixed to the chassis on the middle right cross bar below gear shift.

All cars and frames racing as Legend Cars must have been produced by USLCI and stamped by INEX or LCA.

Cars not registered with LCA and not having a registration sticker approved by LCA will not be eligible to compete in LCA rounds in Australia.

Registration stickers must not be damaged, removed or transferred to another car or chassis. Replacement Registration stickers in the event of damage are available from LCA at no charge.

Registration Fees include INEX membership for one driver, a second driver for the same car will incur an additional fee of \$100 to cover INEX membership costs.

## NOMINATIONS

Entry and information forms to be completed at start of season and sent to [info@legendcarsaustralia.com.au](mailto:info@legendcarsaustralia.com.au). All rounds ticked on these forms require on line nomination through the Legend Cars Australia website, [www.legendcarsaustralia.com.au](http://www.legendcarsaustralia.com.au). Late nominations will start rear of field for all races on both days, and will be awarded finishing points only. Rolling starts will be mandatory. New drivers will start rear of field until officials deem them safe to go in the general draw. Payment is required a minimum of 2 weeks in advance for all asphalt events. LCA will debit your nominated credit card 2 weeks prior to each nominated round if you have agreed to this arrangement, otherwise it is the owner/drivers responsibility to arrange payment to LCA by the due date. Failure to do so will incur a late payment fee of \$50.00. No exceptions.

If you withdraw your nomination before the payment date, no charges will be made to your card. Any withdrawal after that date will need to be discussed with AMRS staff with the possibility of transferring entry to the next round. This will be determined by the lead time given and LCA will not be involved in these negotiations. Refunds will not be given and you may incur loss of Entry fee if withdrawal is advised too late. Failure to advise withdrawal will result in loss of Entry fee and RoF penalty for **all** races, on both days, in the next round attended.

## TITLE NOMINATIONS

To be eligible to compete in a National Title or State Title, a Driver must have competed in a minimum of two rounds, or more at the discretion of LCA, in the current season or previous 12 months in the Racing Division for the Title.

At the discretion of the LCA, dispensation can be provided if the Driver has driven in an affiliated class or a Racing Division determined by the Organising Body as providing requisite experience, in the current season or previous 12 months.

The previous year's National Champion and current Australian Title holder shall be permitted to participate in the Australian title event, regardless of the above prerequisites.

**No late nominations for Title meetings will be accepted.**

## TRANSPONDERS

All transponders are to be mounted on left or right hand side rail behind tow hook with direct line of sight to the ground (front of car). Incorrectly mounted transponders will result in data not being transmitted to timing system causing a non-classified result.

**Correct mounting of transponder is the driver's responsibility.**

## **ACCOUNTS PAYABLE**

No further credit will be extended to accounts exceeding 60 days. LCA reserves the right to suspend any current registered car associated with a driver, owner or associate who does not pay their account in a timely manner. Late fees will be applied at 10% of outstanding amount per month on overdue accounts.

**All Legend Cars and Legend Car parts remain the property of LCA until full and final payment is made, including any outstanding late fees applied.**

No other driver will be permitted to participate in any Legend Car event in that car, until the account is settled.

If a car is sold with outstanding amounts owed to LCA, that car will not be permitted to race, nor will it be Registered, until full payment has been received by LCA. It is the responsibility of the purchaser to ensure the car is unencumbered at the time of sale. LCA can be contacted on 02 4821 2888 for all account queries.

Any suspensions will be indefinite from all LCA events until the account is paid in full. The participant will be notified in writing of the suspension. When the account is paid in full, the suspended participant/car will be permitted to compete.

Personal cheques written to LCA with insufficient funds will result in immediate suspension throughout the entire series until the debt is cleared.



## 2019 SERIES SPONSOR



## About ACO Australia

When you deal with ACO, you are dealing with a global company that thinks locally. You can expect an Australian made product designed and manufactured to Australian requirements fully backed by Australian based customer and technical support teams.

ACO is an Acronym for Ahlmann Company. The Ahlmann family started ACO and still owns it today.

ACO Pty Ltd is part of the ACO Group, a multinational company specializing in the manufacture of products in the construction and building industry.

In the early 1970s, ACO pioneered the development of a modular approach to channel drainage systems made from durable polymer concrete. In 1972, ACO set up a company in Switzerland, followed by France in 1976 and the US in 1978 and then Australia in 1988. Since then, the ACO Group has expanded globally through its subsidiaries and manufacturing facilities in over 40 countries in North America, Europe, Asia and Australasia with 3800 employees worldwide.

ACO Pty Ltd is an Australian manufacturer, sales and marketing company with access to ACO's other globally strong manufacturing bases. The company offers an extensive portfolio of stormwater, building drainage systems, cable pit and ducting systems; access covers and other products for niche applications. These products are installed in internal and external residential, commercial and industrial applications.

ACO Pty Ltd is headquartered in Emu Plains, Sydney and has offices and distributors throughout Australia, South East Asia and the South Pacific. It offers onsite support for all aspects of the business from specification advice to installation expertise. Through dedicated training programs, ACO Pty Ltd is recognized for providing the industry education on water and cable management; and access covers. As market leader, ACO Pty Ltd is constantly innovating to bring new products to the Australian market. It has access to the ACO Group's various R&D competency centres globally. Locally, the company is dedicated to continuous development, quality and testing to ensure ACO products continue to meet Australian national and regional requirements. ACO Pty Ltd operates an ISO 9001 system, the internationally recognized standard for quality and is committed to achieving the highest possible standards of excellence throughout the organisation.



# 73 – David O'HARA & # 53 - Nick TAYLOR  
AMRS ROUND 4 - WAKEFIELD PARK RACEWAY  
17, 18 & 19 AUGUST 2018





# LEGEND CARS AUSTRALIA

## ASPHALT CALENDAR 2019




ALLSTAR CIRCUIT of LEGENDS AUSTRALIA



2019  
SERIES SPONSOR



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DATE	VENUE	ALLSTAR CIRCUIT of LEGENDS AUSTRALIA	NATIONAL	STATE
FEB 17TH	PHEASANT WOOD CIRCUIT (MDTC)	NO	NO	RD 1
APRIL 13TH	QUEENSLAND RACEWAY	RD 1	RD 1	NO
APRIL 14TH	QUEENSLAND RACEWAY	RD 2	RD 2	NO
MAY 4TH	WAKEFIELD PARK - NSW	RD 3	RD 3	RD 2
JUNE 15TH	PHEASANT WOOD CIRCUIT (MDTC)	RD 4	NO	RD 3
JULY 6TH	WINTON MOTOR RACEWAY	RD 5	RD 4	NO
JULY 7TH	WINTON MOTOR RACEWAY	RD 6	RD 5	NO
AUGUST 18TH	PHEASANT WOOD CIRCUIT (MDTC)	NO	NO	RD 4
AUGUST 30TH	GOPENG MOTOR SPEEDWAY	ALLSTAR CIRCUIT of LEGENDS AUSTRALIA  MALAYSIAN INVASION		
AUGUST 31ST	GOPENG MOTOR SPEEDWAY	ALLSTAR CIRCUIT of LEGENDS AUSTRALIA  MALAYSIAN INVASION		
SEPTEMBER 14TH	WINTON MOTOR RACEWAY	NO	RD 6	NO
SEPTEMBER 15TH	WINTON MOTOR RACEWAY	NO	RD 7	NO
OCTOBER 19TH	PHEASANT WOOD CIRCUIT (MDTC)	NO	NO	RD 5
NOVEMBER 23RD	WAKEFIELD PARK - NSW	NO	RD 8	RD 6
NOVEMBER 24TH	WAKEFIELD PARK - NSW	 AUSTRALIAN TITLE		

PROUDLY SUPPORTED BY

