SPECIFICATION BOOK

LEGEND CARS AUSTRALIA

DIRT 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

FORWORD

Legend Cars Australia officials attempt to be fair and maintain consistency with the application of these specifications.

Our objectives are fairness and safety.

For an organisation to be successful, it must have good rules and enforce them fairly and consistently.

Cooperation between officials and competitors will assure our sport a bright future.

After a race car has passed scrutineering, it may not be altered to any specification that would make it illegal.

Any race car that has passed scrutineering may still be subject to further inspection at the discretion of scrutineers and may be excluded from the event and driver suspended.

Please be advised that all rules will be applied as per this specification book and the onus falls to the driver to ensure he is familiar with this rule book.

Please do not try and bring a race car that is out of 'spec', as you will be required to bring it back to 'spec' at the track before being permitted to compete.

Scrutineering is required to ensure all race cars are safe and evenly matched.

It is in YOUR OWN INTERESTS to present a LEGAL and SAFE race car.

Thank you.

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PART ONE

SAFETY EQUIPMENT

All items of Safety Apparel must meet the relevant standard as set down by the governing body level of licencing.
Fireproof underwear, including balaclava is ***mandatory*** under all race suits, regardless of manufacturers guidelines.
Head & Neck restraints are ***mandatory.***
A Horse Collar may only be used for practice or 2-Seater laps.
All cars must be fitted with an approved 5 or 6 point racing harness mounted to the manufacturers mounting points or the equivalent to the scrutineer's satisfaction with minimum 8 mm diameter high grade bolts and nyloc nuts with the thread of the bolt protruding into the section of the nut. 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. SFI rated belts with 2 inch shoulder strap may be used with 2 and 3 inch SFI 38.1 Head & Neck devices.

All safety harnesses are to be no more than 2 years old from the date stamped on the SFI tag or as per expiry date on tag, regardless of how many times the car has been raced. 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.

Arm restraints ***are mandatory***.

Roll Bar padding is ***mandatory*** in all cars on chassis bars that may come into contact with the helmet in the event of an impact.

The Legend Cars Australia Safety Grill is ***mandatory***.

FIRE EXTINGUISHER

In Car - A 1.0 kg dry powder fire extinguisher is ***optional***. 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 Logbooks. Heat activated fire bombs are not recommended.

In Pit Area – All teams are required to carry as a minimum in the pit area/transporters a 2.0kg Dry Chemical Powder Extinguisher or greater.

SEATS

Only factory manufactured metal 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 SPECIFICATIONS/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 or representative of LCA.

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 of misconduct in regard 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 by LCA at a later date.

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.

LCA reserve the right to trial new components at their discretion.

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 an INEX 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, INEX or LCA 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 approved by INEX or LCA.
"Unauthorized" use of the name by events or people will be vigorously prosecuted to the fullest extent.
U.S. Legend Cars International and LCA 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 upon arrival in Australia, will be checked and registered by LCA.

Logbooks will be supplied for all cars by Legend Cars Australia. Any driver who fails to produce the Logbook for his car at any given event will be ineligible to compete in that event. Logbooks will remain the property of LCA and we reserve the right to recall at any time.

All Legend Car drivers will be INEX members and will have a current membership number. These individuals will be eligible for National and International Championships.

All cars eligible for competition in Australia must be registered by LCA and have a Registration sticker valid from 1 July to 30 June each year as per Logbook. Current Logbook must be available to Scrutineers at all times. Logbooks are valid for 3 seasons. Logbooks are only available through LCA. Loss of Logbook will incur a $100 replacement fee.

In the event of a damaged or painted over Registration sticker, LCA will allocate a new Registration number at no charge to the owner/driver. Annual Registration Inspections cover structural and engine compliance at that time only, all safety requirements for every race meeting still remain the responsibility of the owner/driver.

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

No Registered Legend Car will be permitted to compete on any track or at any event not sanctioned by Legend Cars Australia unless express permission has been granted by LCA. Any driver in breach of this rule will receive a minimum 12 month suspension with the immediate deregistration of their car/s and Logbooks returned to Legend Cars Australia within 10 business days.

The first calendar date marks the start of the season, and any events added to the existing calendar after this time will automatically be non-points rounds.

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

PROTEST

Any and all protests are to be lodged as per Speedway Australia F500 process. This process can be found online at https://www.speedwayaustralia.org/rules Refer Appendix 5, 7.8.

DRUG AND ALCOHOL POLICY

All Legend Car drivers are bound by Speedway Australia's Drug and Alcohol Policy. This Policy can be viewed at https://www.speedwayaustralia.org/media.ashx/1157fd32-624a-4f82-96b3-4b22b6b7f969.pdf
Random Drug and Alcohol testing may be carried out at any time. Refusal to undertake testing will result in immediate disqualification and loss of points for that round.

GENERAL

At each race meeting, cars will be self-scrutineered by the driver when setting up their pit area. The driver must complete the event information in his/her Logbook and sign off as fit to compete. The Logbook should then be left with the car for Track Scrutineers. Track scrutineering will be carried out at the discretion of the venue.
If further inspection is required on any area of a Legend Car, the driver will be required to remove or make that part accessible to the Scrutineer. Failure to comply may result in loss of points or disqualification for that event. LCA and their Scrutineers are not responsible for any issues arising from these inspections and the onus is on the driver to have the required skills/ability to perform any tasks required. Any driver who fails to attend scrutineering or a weigh in directly after a race, if requested, will face disqualification unless prior arrangements have been made with LCA. In addition, random spot checks by INEX/LCA may be performed. Logbooks must be presented on request or that car will not be permitted to race.
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 Logbook will be issued to ALL cars by LCA as part of Registration. Loss of this Logbook will incur a fee of $100 for replacement.

PART THREE

INDEX

1. AERODYNAMICS

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

2. AIR FILTERS

Only stock or K&N air filters and Outerwears Pre-Filters coverings are permitted. Velocity/Ram Stacks are not permitted. No components that direct airflow to the carburettors or increase airflow are permitted.

3. ALTERNATOR

Modification to the charging system is **NOT** permitted. The alternator system must be charging at all times. No switches disconnecting the alternator from the charging system 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. One or two (minimum ¼", maximum 7/16" width) 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 control arms. Limiting the natural travel of the ball joint is **NOT** permitted. Additional split pins or R clips are acceptable as nut locking devices.

5. BALLAST

A maximum of eight blocks of lead are permitted. Blocks must be no larger than 38mm (1.5") x 63.5mm (2.5") x 305mm (12"). Stacking of blocks of any size is **NOT** permitted. All blocks must be painted in a bright colour and numbered with the car number. The ballast must be lead only and may not be added by any other method, including steel shot or any other material in the frame rails, bumpers, nerf bars or any other component.

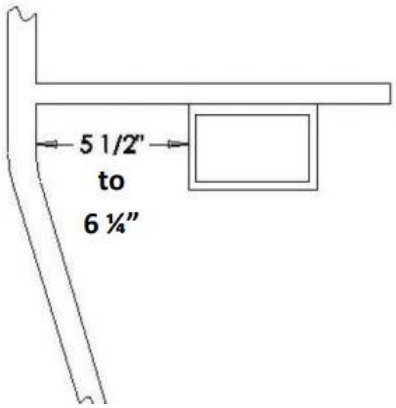
Mounting of Ballast - Ballast must be mounted directly onto the rectangular chassis section with minimum 2mm x 8mm bolts per block. All ballast must have a minimum ground clearance of 89mm (3.5"). Ballast is not to be installed forward of the front frame horns, rear bumper mounts or extend beyond the subframe at the kick ups. Ballast is **NOT** permitted inside the driver's compartment. All mounting of ballast is subject to approval by scrutineers.

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 ½" (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. Starter solenoid must be mounted on the battery bracket when using the 1250/1300 engine. Terminal covers or rubber padding around the rear end is highly recommended. A battery isolator switch is optional and if used, **must be** labelled ON & OFF.

Legends Battery Box Offset



Note: The measurement for the battery box offset will be taken at the point closest to the crossmember, from the inside of the frame rail to the outside of the battery box.

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. Aluminium and titanium bolts are **NOT** permitted.

7. BRAKES

Any of the brake parts that are attached to the rear end or the spindles must remain Stock, within the Stock dimensions, steel thickness, location, and configurations. Wilwood brake calipers are permitted as delivered by USLCI. Brake calipers must be mounted on the back side of the rotors. The car must have operational brakes on all four wheels and must lock up all four wheels during inspections (Brake lines may not be plugged or shut off).
Complete elimination of the brake at any one wheel is **PROHIBITED**.
Any car found to be in breach of this rule will incur an automatic and immediate suspension.
Any type of brake cooling duct is **NOT** permitted.
The right or left side brake pedal may be removed.
Brake line quick disconnects are **NOT** permitted.
Any type of cooling duct to the brakes is **prohibited**.

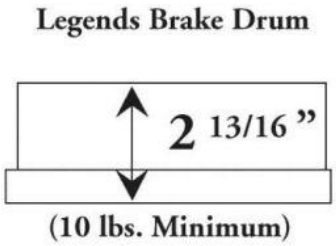
Only Wilwood, Mintex, Ferodo or Carbotech brake pads or shoes are permitted. Steel brake lines/'cupro nickel lines' may be substituted for steel braided brake lines and re-routed to give greater protection. No rubber or copper brake lines are permitted. The new Wilwood brake system may be used and must carry the INEX logo. Only Wilwood or Cobalt pads supplied by LCA may be used.

Brake Rotors:

Only steel rotors (not drilled or reduced in diameter) are permitted on the front. The minimum thickness of a front brake rotor is 8mm.

Brake Drums:

Only steel drums (not drilled or lightened) are permitted on the rear. The minimum weight of the brake drum is 10.0 lbs. Removal of metal from the brake drum for lightening purposes or "offset" is not permitted. Only the "shoe face" may be machined.



Brake & Clutch Lines:

Rubber, hardline or steelbraided brake and clutch lines are permitted. No brake lines may be disconnected or plugged.

Brake Master Cylinder:

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

Brake Proportioning Valve:

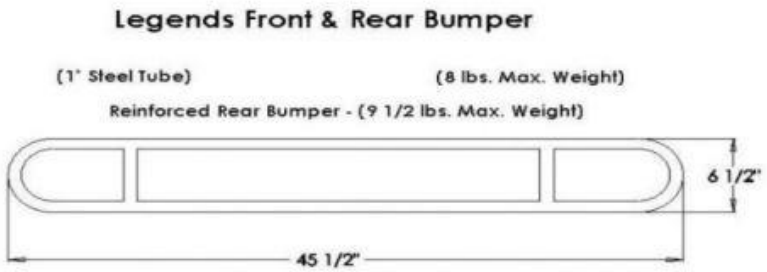
Any number of aftermarket brake proportioning valves for the brakes are permitted, but complete elimination of the brake at any wheel is prohibited.

8. BUMP STEER

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

9. BUMPERS AND TOW HOOKS

Front Bumper:
The front bumper must remain within the Stock dimensions, steel thickness, location, and configurations and must not be reinforced, except for adding one (1) additional bolt per front and/or rear frame rail to the tab.
Bumper Safety Straps are mandatory.



Rear Bumper:
The rear bumper must remain within the Stock dimensions, steel thickness, location, and configurations. The rear bumper may be reinforced by attaching tubular steel from the bumper to the rear frame horns. One (1) additional bolt per frame rail to the tab is permitted. If reinforced, the steel tubing (12" maximum length) may not extend 55 beyond the outside width of the rear bumper or attach to the rear cross member of the frame.
Bumper Safety Straps are mandatory.

Attachment of the Bumper:
Bumper tabs must use a minimum of one bolt per tab securing the bumper. There must be a minimum of 1" from the end of the frame rail to the back of the bumper upright before a Race begins. Should the tab become bent during a Race, it must be fixed before the next time the car goes on the track to compete. Tie-wraps, safety wire, duct tape, etc., are not permitted to secure the front or rear bumpers or bumper tabs.
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.

Bumper Tabs:
The bumper tabs must be Stock. And must be .125" - .140" in thickness. Tabs with excessive weld will not be permitted.

Repairing a bumper During a Race Meeting:
Bumpers are mandatory throughout the Race and must be bolted on in approved manner. Tie-wraps, safety wire, duct tape, etc., are not permitted to repair the bumper(s).
NOTE: Bumpers are mandatory. A car must compete with both bumpers that are not in contact with the track or considered in a dangerous position or condition by Track Officials at any time. If any of these conditions are not met, Track Officials may black flag the car.

10. BUMPER SAFETY 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 alternate 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.

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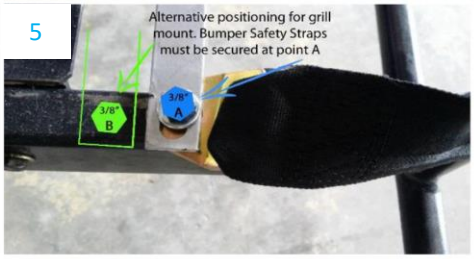

At the rear of the car, the straps must be mounted using the tow hook mounting bolts. They must not be mounted to the rear bumper bolts.

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

11. CARBON FIBRE

Carbon Fibre component usage is not permitted.

12. CARBURETORS

1200/1250 CARBURETORS:

The carburetors and components of the carburetors must remain as Stock Yamaha FJ1200/ XJ1200/XJR1250 (sealed). Only carburetor jets, needles, slide springs and butterfly screws may be replaced. Butterfly screws may only be replaced with 3mm X 6mm Allen head screws or Stock screws. These screws must not be altered in any way other than "stamping" the end to secure the screw. All Stock adjusters may be used. No other modifications to the carburetors or components of the carburetor are permitted. Modifications or components to increase or restrict airflow or fuel flow (such as velocity stacks, heat 56 deflector shields, internal modifications not listed above, etc.) are not permitted.

13. CAR/DOOR NUMBERS

Cars shall have door numbers on both sides of the car that are minimum height of 400mm and minimum width of 100mm, or to the satisfaction of LCA with written permission.
Any such written permission must be noted in the Logbook by LCA officials.
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.
Car numbers will be allocated a State or Territory suffix. "A" for ACT Region (Braidwood, Marulan, Yass, Cooma circle), "N" for NSW, "NT" for Northern Territory, "Q" for Queensland, "S" for South Australia, "T" for Tasmania, "V" for Victoria, "W" for Western Australia. The suffix "NZ" will be used for New Zealand. Suffix lettering must be a minimum height of 100mm.
Competitors must apply in writing to LCA for allocation of a number and LCA will confirm the allocation to that competitor 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 is to 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.
Legend Car # 1AU shall be allocated each year to the Australian Title holder from the previous season. State Title winners may run #1 (eg #1N, #1Q, #1W) for that state for the following season should they desire, but this is not mandatory. All other numbers 2 – 99 may be used in each State or Territory and New Zealand.
All cars will run a small sticker on the right rear guard, to identify their INEX division to other drivers.

PRO **SEMI PRO** **MASTER**

14. CHROME PLATING AND POLISHING

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

15. CLUTCH MASTER CYLINDER

The clutch master cylinder must remain Stock, within the Stock dimensions, location and configurations and the clutch master cylinder and reservoir must remain on the engine side of the firewall. No Aftermarket clutch master cylinders are permitted. The clutch pedal length may be shortened for Driver comfort.

16. DOOR PLATES

The use of a door plate on the Driver's side door is mandatory. Doorplates and strike plates must meet specifications of USLCI. The door plate is permitted to be added to the right side door. A competitor may use a doorplate covering the entire door area on either side of the car (maximum of 1/8" thick).

17. DRIVESHAFT

The driveshaft, flanges, and u joints and all components of the driveshaft must remain within the Stock dimensions, steel thickness, location, weight (14 lbs. minimum) and configurations USLCI. The driveshaft must be painted white or light grey.

Driveshaft Retainer:
INEX-approved driveshaft retainer strap is permitted. A maximum of three (3) retainers of 1/4" thickness and 3/4" width is permitted. Requests for additional retainers for the driveshaft must be submitted to and approved by the INEX Technical Director in writing.

18. ENGINE COATINGS

Only engine coatings as delivered Stock from the factory are permitted. Removal of any engine coatings is not permitted. Headers may be painted with high heat paint only. Header wrap tape is permitted. Repainting the outside of the engine or using an unpainted engine is permitted.

19. ENGINE COOLING

1200/1250: Additional fan(s), internal duct work, hood louvers, remote oil 57 filter, header wrap, holes in the hood, holes in the front fenders and/or oil coolers are permitted. The maximum height for louvers is 3/8". The size of the area for louvers or holes in the hood may not exceed 54 square inches (9" x 6"). These components may not direct air to the carburetors or air filters.
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.

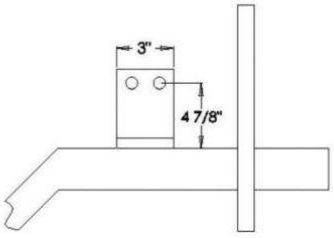
20. ENGINE SERIAL NUMBERS

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

21. ENGINE LOCATION AND MOUNTS

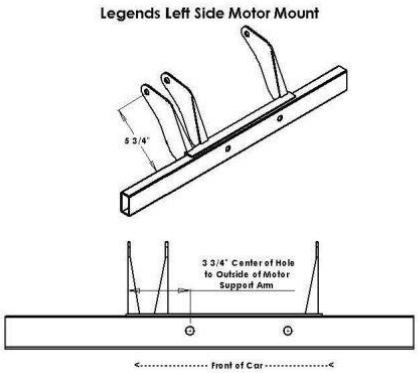
1200/1250: Left and right-side engine mounts must remain within the stock dimensions, steel thickness (no aluminum mounts), location and configurations. The right-side motor mount may be replaced with the optional motor mount (if the optional right-side mount is used; you may remove the stock right side mounting tabs). Rubber mounts will be permitted if the engine remains in the stock location.
The engine mounts must be bolted on to the frame as specified by USLCI.
Mounts may not be welded directly to the frame.

Legends Right Side Motor Mount

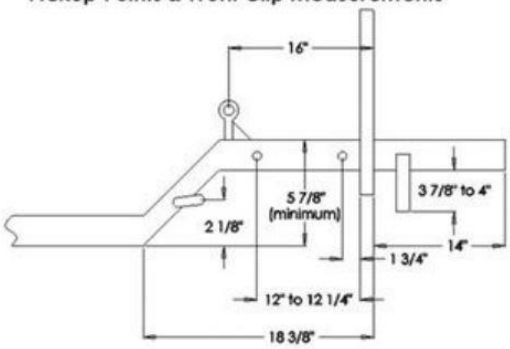


Aluminum mounts or extra holes are illegal.

Legends Left Side Motor Mount



Legends Left Side Motor Mount
Pickup Points & Front Clip Measurements



22. 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 HQ 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.

23. 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. The muffler may not be welded to the pipes.
Stock USLCI S&S exhaust systems are mandatory for use with Yamaha 1200/1250.
Heat wrapping on the headers is permitted.

The muffler must have restraints fitted to prevent the muffler becoming dislodged during the racing. **See **50. MUFFLERS**

24. 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.
Dzus fasteners may be used for fender removal purposes only.
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.

25. FENDER HOLES AND TRIMMING

Holes:
Maximum of ten (10) hole(s) per fender. Maximum hole(s) is four (4) inches in diameter. Any shaped hole(s) equal to or less than the area of a 4" round hole is permitted.
Note: a four-inch hole saw will produce a hole larger than four inches.

Trimming of Fenders:
Front Fenders - The only trimming of the front fenders allowed is on the inside edge of the fender starting 12" above the frame rail on the front clip, along the contour of the fender, and only trimmed in 3" from the edge, back to the firewall. The inside of the fenders near the grille, the edge of the fenders near the body shell (past the firewall), the outside of the front fenders and the bottom edge of the front of the fender may not be trimmed.

Rear Fenders - Rear fenders may be trimmed above the tire for additional clearance. The rear fender contour must measure at least nine (9) inches from the main body shell. Measurements will be taken at 59 the point on either rear fender above top dead center of the tire. No holes or other trimming is permitted in the rear fenders or body shell.
Area under the Rear Fenders - Removal of the fiberglass panel on the body half under the rear fenders is permitted for access to the shocks, springs and rear compartment provided it complies with the General Appearance Rule (Rule #36).

26. FIBREGLASS COMPONENTS

All fiberglass body components must remain within the Stock dimensions, thickness, location, and configurations. All fiberglass components must have an authentic INEX certificate embedded into the underside of the fiberglass component, evidencing that the component is a certified USCLI part. Fiberglass components may not be reinforced or lightened in any manner. The use of a complete front end (Matching hood, fenders, grill, and grill shell) on a different model car is acceptable. All cars may use 34 Ford rear fenders.

Mounting of Body Components:
All fiberglass body components must be firmly attached to the Legend Car competing in any Race. It is recommended that all Dzus fasteners fit tight and are taped over to prevent loosening.
Rear of body may be trimmed between the frame rails up to the top edge of the rear frame horns. Body may be riveted along the side of the sub-frame if the original body mounts are not higher than the top of the sub-frame.
Removal of undamaged fiberglass body components (hood, deck lid, etc.) during an Event is not permitted.
Any car may be black flagged or denied entry to start a Race if any of the aforementioned items are not attached, unless prior approval is given by an Official.

27. FIREWALL

An aluminium firewall is mandatory. Firewall must be configured as delivered USLCI/LCA. Using a “thicker than stock” aluminium firewall separating the driver’s compartment from the engine compartment is permitted.

28. FRAME

Absolutely **NO** modifications of the frame or roll cage are permitted unless otherwise noted in this Rulebook. All frames must have a valid VIN plate. No weight reduction of the frame (including rollcage) is 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.

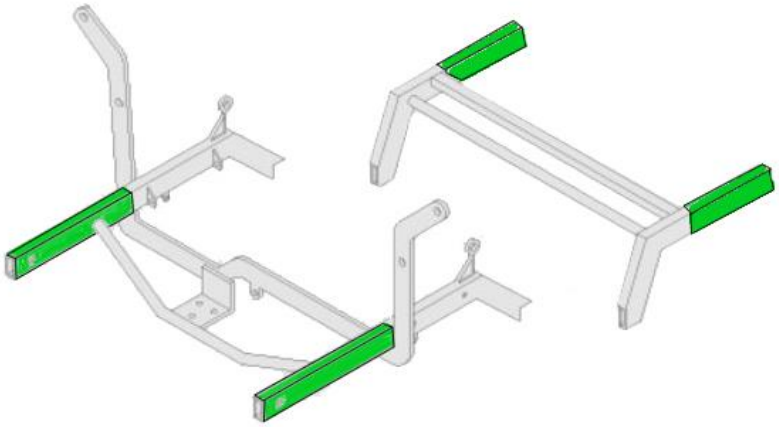
Rear Trailing Arm Chassis Mount

A **mandatory** 2 ¾" ½" bolt is to be used in conjunction with a ½" half nut on the Rear Trailing Arm Chassis mount.

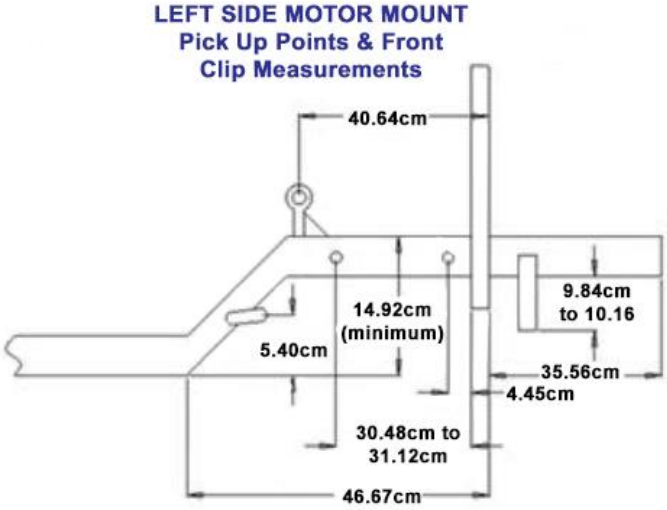
VIN number plates **MUST NOT** be removed or transferred to another chassis under any circumstances. Any participant found to be in breach of this rule will incur a lifetime ban from Legend Car racing in addition to heavy fines. No exceptions shall be made.
Only frames produced by USLCI and stamped by 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.
Once a frame is repaired from its original form, LCA, INEX, USLCI and the INEX Technical Inspector assume no liability for any injuries that may occur because of this repair regardless of the approval given to compete with that repaired frame.
Frame Replacement - If the chassis should become severely damaged, replacement frames must be replaced through LCA.
Frame Repair - Only front or rear clips may be replaced with the exact material that it is replacing, and all pick-up points must remain in the Stock locations as delivered new from USLCI. The clips may be purchased through USLCI or its dealer network. The driver's compartment of the frame (roll bars, cross braces, etc.) may not be repaired or replaced if damaged (see rule #28 above). The INEX Technical Inspector reserves the right to disallow a repaired car from Competition that is not properly repaired. Once a frame is repaired from its original form, INEX, USLCI and the INEX Technical Inspector assume no liability for any injuries that may occur because of this repair regardless of the approval given to compete with that repaired frame.



29. 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**.
Fuel cooling devices of any kind are **NOT** permitted.
LCA reserves the right to specify and/or supply at cost a designated fuel for specific events.

30. 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 are **NOT** permitted.
Fuel cooling devices of any kind are **NOT** permitted.

31. FUEL FILTERS

Aftermarket fuel filters are permitted. Plastic fuel filters are allowed.
NO glass filters.
Fuel filters must be located in stock location behind the driver's seat firewall.

32. FUEL LINES

Fuel lines are **NOT** permitted to run through the driver's compartment. Steel braided or Kevlar braided fuel line is mandatory. The fuel line **may not** be attached to or contact electrical wires.
Fuel lines may be run through a sleeve and cable tied to wiring for safety.

33. FUEL VALVES AND REGULATORS

Aftermarket fuel shut off valves and fuel regulators are permitted and must be marked for the OFF position.

34. FUEL PUMP

Fuel pumps must be stock as per supplied by USLCI and stamped by INEX or LCA.
Fuel pumps must be wired to the engines electrical system so that when the engine is turned off electrically, 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.

35. GAUGES & SWITCHES

Only analogue gauges that record or display the following are allowed:
Cylinder head temperature.
RPM.
Oil pressure.
Oil temperature.
The only digital gauges permitted are gear selection indicators.
Oil pressure gauges must use steel braided lines.
All switches must be clearly identified and marked accordingly.

36. 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.

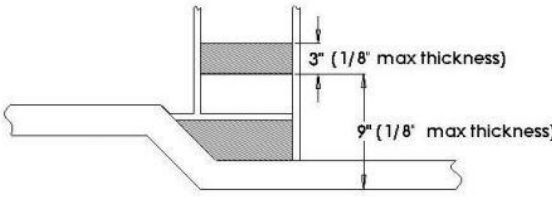
37. GRILL

The steel grill must remain within the Stock dimensions, height, steel thickness, location, and configurations and may not be reinforced in any way. The grill used must be the same model of the hood, grill shell & front fenders that are used. Grill brackets (to the frame) must remain Stock. Altering the brackets to raise or lower the grill is not permitted. Only wire screens are permitted to enclose the grill area (i.e. for dirt tracks to keep out mud and dirt). Duct tape or any other type of material other than a wire screen is not permitted to enclose the grill area.

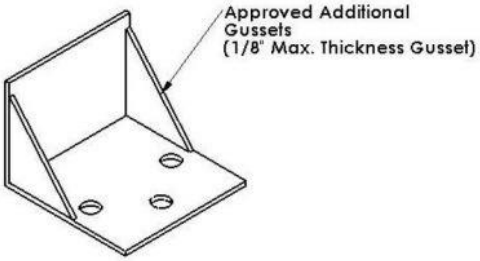
38. GUSSETS

Strengthening gussets may only be added in the locations as described in the Diagrams below. No Stock gussets may be removed.

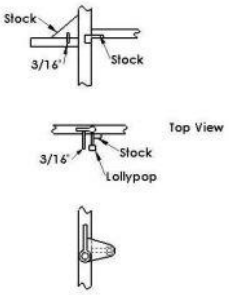
Front Clip Support

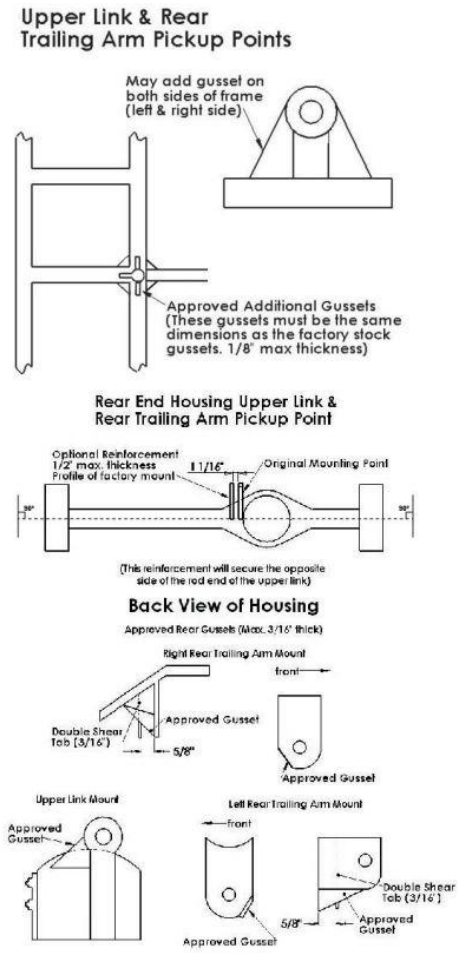


Steering Rack Plate



Upper Link Double Shear Mount (Chassis Side)





39. HEIM JOINT ENDS

Only magnetic steel Heims of similar dimensions as delivered new by LCA are permitted. Aluminium heims are **NOT PERMITTED**.

NOTE: The Stock Heim joints are designed to bend/break and absorb energy under impact. Heim joints may be upgraded, however under impact, the upgraded Heim joints may not bend or break as quickly thereby transferring the impact energy to the driver and an injury may result (i.e. broken wrist from the transfer of energy).

40. HOOD

Hood louvers are permitted a maximum 3/8" in height. Louvers or holes in the hood may not exceed 54 Square inches. Replacing the Dzus fasteners located on the rear of the hood with hood pins is permitted. Raising the rear of the hood on the rear pins a MAXIMUM of 1"is permitted. While the car is on the track, the hood must be secure and may not move up or down on the pins. Hood louvers may not direct air to the carburetors or air filters. Air ducts may be used, mounted underneath inside the hood. The duct is not permitted to direct airflow onto the carburetors or air filters. Hood Lengths: The minimum length permitted for 65 1934 Chevy and Ford hoods is 26" (measured down the middle). The minimum length permitted for 1937 Chevy and Ford hoods is 32" (measured down the middle).

41. IGNITION SYSTEM

The complete ignition/engine control system must be the original OEM parts for the INEX approved Yamaha motors.
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.
No open wires or unused connectors allowed within reach of the driver.

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 are **NOT** permitted.

Coils, Coil Leads & Spark Plugs:

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/modified in any way and may only be replaced with an INEX or LCA approved coil mount.

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.

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.

42. JAM NUTS

At least one jam nut per radius rod and one jam nut per ball joint is required.
One or two (minimum 1/4” maximum 7/16”) jam nuts are permitted on the upper and lower ball joints.

43. KILL SWITCH

Kill switches ***are mandatory***. Approved parts and placement are shown below. ***No modifications or alternate placement is permitted.***

RRS FIA Battery Master Cut-Out Switch

The RRS 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. Supplied with resistor.

STANDARD

HEAVY DUTY

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.

44. 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).

45. MANDATORY DECALS

All registered Legend Cars are to display LCA stickers (provided at Registration) on left and right rear panels as per image below.

The current Series Sponsor visor sticker is to be affixed to the windscreen at all events. New stickers will be provided at Registration and replacement stickers can be obtained from LCA in the event of damage. The sticker must remain 100mm in height but may be trimmed at the outer corners to fit windscreen shape. Scrutineers have the right to deny a car entry to an event if the visor sticker is not affixed or affixed in a manner deemed unacceptable.

LCA reserves the right to insist cars display a sponsor, association or incorporation logo at selected events.
Failure to comply will result in RoF penalties for ***ALL RACES*** including Feature and no points allocated for that event.

46. MIRRORS

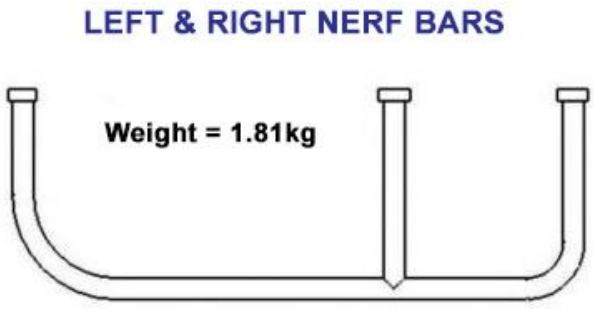
Mirrors are not permitted.

47. 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).
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.

48. 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. No other nerf bars are permitted.



49. 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.

50. 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. Push-lock oil line fittings are permitted. 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%.

51. OIL FILTER, REMOTE (1200 / 1250)

Remote oil filters are permitted to be used on Yamaha 1200 + 1250 engines mounted in the engine compartment only. Inside or outside mounting of the remote oil filter to the frame rail is permitted. The remote oil filter must be located where it cannot be easily damaged in the event of an accident. Remote oil filter may not be mounted below the bottom of the front bumper. Filter must have a hose clamp around it, safely wired to the mount (to prevent it from backing off).

52. PICKUP POINTS AND SPACERS

Absolutely **NO** modifications of the frame pickup points, rear end pickup points or spindle points are permitted. A maximum ¾" (1.9cm) wide spacer may be used on all ½" (1.2cm) suspension bolts.

53. 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.

The rack and pinion mounting plate measures 3 7/8" to 4" from the bottom of the frame rail to the top of the mounting 69 plate (see diagram on page 101). A 4"x 4" x 1/8" plate will be allowed to be bolted (not welded) under the steering rack mounting plate. This will be a 4"x 4" x 1/8" plate with three holes using the steering rack studs to secure it. A ¼" thick steering rack plate is permitted (as delivered by USLCI).

54. RACE CAR APPEARANCE

Competitors must present a neat, clean and stock appearing car for any LCA sanctioned event. Race damaged cars must be repaired to the satisfaction of the presiding technical officer before returning to competition.
LCA reserves the right to deny entry of a car into race competition if in the opinion of LCA or their representatives, that car is deemed too damaged or untidy, or the car has inappropriate sponsorship, advertising, paint scheme or lettering that is not in good taste or deemed offensive.

55. RADIOS

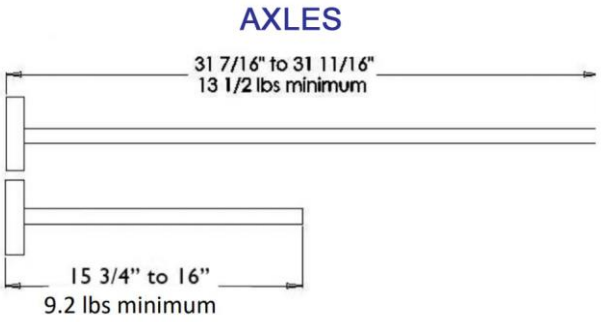
The only type of communication allowed is a Raceceiver (that is controlled by the Race Director). Cell phones or any other source of communication that connects the Driver to any outside source is not permitted. (E.I.R.I.)

56. RADIUS RODS AND PANHARD BAR

The radius rods and panhard bar must be within the stock dimensions, thickness, location, material and configuration, (Radius Rods 6”-6.5”, 11.0” or 12.0” in length / Panhard bar -23.5” in length) as supplied by USLCI and stamped by INEX or LCA and **MUST NOT** be reinforced in any way. Each length measurement will have a tolerance of +/-1/8” (0.125”).
NO steel radius rods or panhard bars are permitted.
The 11” (279.4mm) and 12” (304.8mm) rods may be interchanged anywhere on the car as long as the car still meets all specifications contained in this rule book.

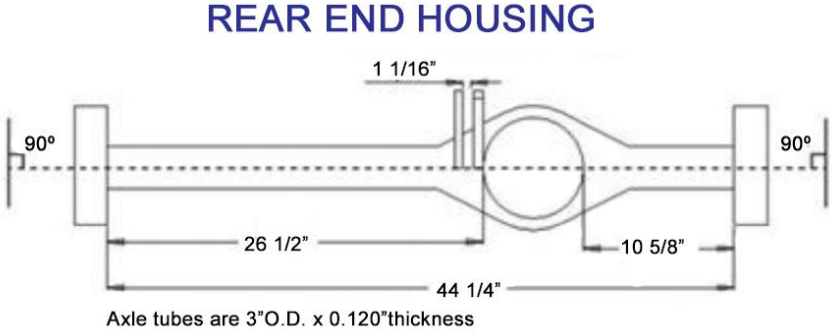
57. REAR AXLES

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.



58. REAR ENDS

Only 10 bolt pattern/wide flange (5/8”) Toyota, locked steel rear ends are permitted.
All rear end components to include the housing and pickup points must meet the specifications of the stock component as supplied by USLCI. The rear end must be locked, all spider gears welded. 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 hemispheric, ceramic coated or similar type 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. Axle bearing flanges are square to the center line of the rear end housing.



59. REAR OFFSET

There must be a minimum of 6” between the inside edge of the rear brake drum and the rear frame rails (directly below the centreline of the rear end housing) on both sides.
NO wheel, brake drum or axle spacers are permitted.

60. RIDE HEIGHT

A car must maintain 3 ½ inches (minimum) height, between the bottom of the frame rails (not the weld) and the surface. NOTE: This measurement is to be checked without the Driver in the car, as Raced, without lifting of the car in any manner. The inspection “location or spot” used to check ride height is determined by the Scrutineer at that time..

61. 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 permitted.

62. SAFETY GRILL

An LCA certified Safety Grill is mandatory for all Legend Car competition in Australia. LCA certified grills are identifiable by the certification stamp.

63. SHEET METAL

The minimum thickness of sheet metal is 0.036”. The rear deck sheet metal (including the package tray behind the Driver) may not be removed or altered in any way unless a fuel cell access hole is used. The fuel cell access hole must always be covered with a sheet metal plate and secured while the car is on the track.

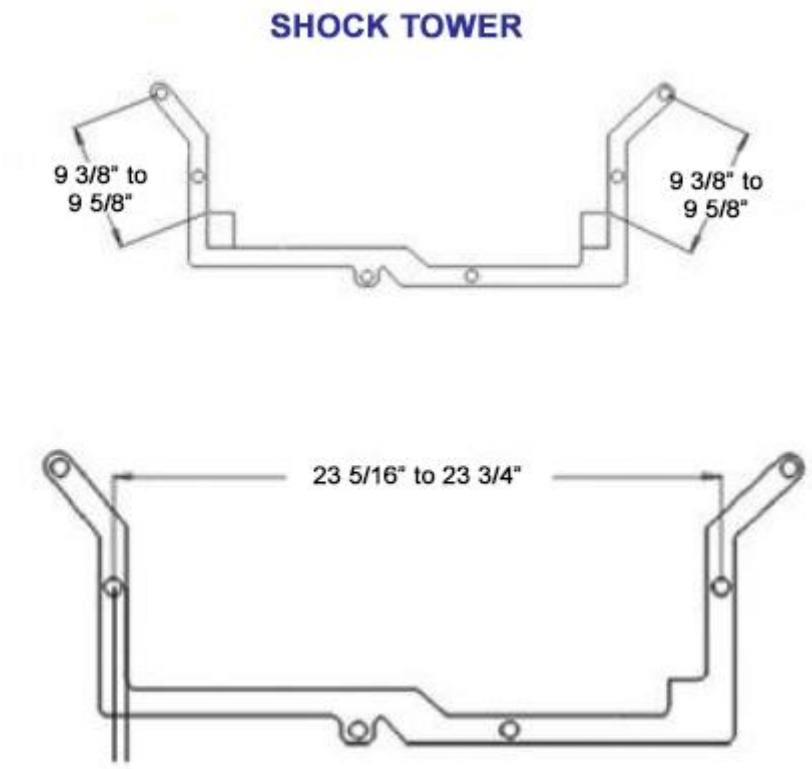
Dash: The dash is mandatory. If dash is replaced it must weigh a minimum of 0.50 lbs. and cover both dash bars. Plastic or Lexan dash is permitted.
A carbon fibre dash is not permitted.

64. SHIFTER, LINKAGE & KNOB

Shifter linkage must be stock. Maximum height of the shifter handle is 15” as measured from the top of the driveshaft tunnel to the top of the shifter handle. Gear knob may be stock or driver choice but must be not exceed the 15” height requirement above. Gear knob choice may not be offensive in any manner.

65. SHOCK ABSORBERS

All Legend Cars must use the INEX or LCA stamped Bilstein shock absorbers as supplied by USLCI and stamped by INEX or LCA. Shock absorbers may be mounted either way up.
The upper part of the shock may be mounted 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.
Competing with a modified or altered shock(s) will result in suspension of the driver.



66. SPINDLES

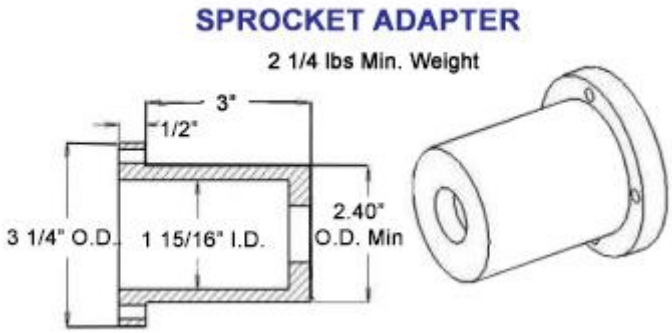
The spindles (and the spindle pick-up points) must remain stock, within the stock dimensions, thickness, location and configuration as supplied by USLCI and stamped by INEX or LCA.
Repairing a cracked or broken aluminium spindle is **NOT** permitted.
Only alloy spindles as issued by USLCI or LCA are permitted, **NO** steel versions are allowed.

67. 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 and progressive springs are not permitted. Only one spring per shock is permitted.
Spring rubbers are **NOT** permitted.

68. 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.



69. 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. Aluminium "bolt on" steering brackets or aluminium Heim joint ends are NOT permitted. Bearings are not permitted to be used in mounting the steering shaft. Stock style bushings and steel rod ends must be used.
Intentional lightening of any component is **NOT** permitted. A hose clamp or shaft collar is mandatory on the steering column in the engine compartment directly against the firewall.
Modification of the driver's compartment roll cage is not permitted.
There can be no more than a 1/4" (6mm) gap between the bushing and the clamp/collar.
Modification of the driver's compartment roll cage is **NOT** permitted.
Upgraded steering universals are permitted.
Steering quickeners are **NOT** permitted.
Steering Shaft -Tubing used for steering shafts must be Stock and may not be reinforced in any manner. Upgraded steering shaft joints are acceptable.

70. STEERING WHEELS

Aluminium or steel Steering wheels may be used. Size may be increased or decreased from stock size.
INEX approved quick release steering hubs are ***mandatory***.

71. TRACTION CONTROL DEVICES

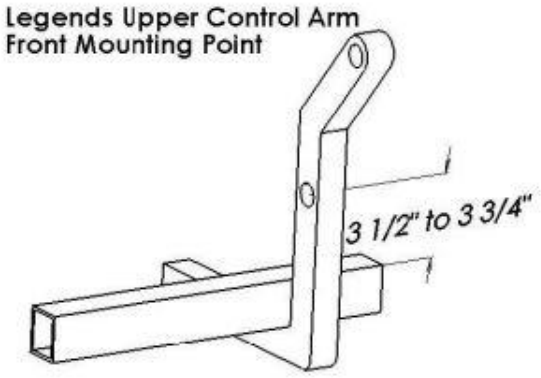
NO electronic or computerized wheel spin/traction control device(s) is permitted installed in the car, whether operational or not. A car with these device(s) will subject the Driver to an INEX suspension.

72. TYRES

AMENDMENT PENDING

73. UPPER CONTROL ARMS

The upper control arms must remain Stock, within the Stock dimensions (4.25" +/-1/8" in length), steel thickness, location, and configurations and may not be altered in any manner.



3 1/2" to 3 3/4" (from the top of the frame to the center of the pick-up point holes)

74. WEIGHT

The minimum weight is 1300lbs (590kg) with driver and in full racing condition after practice or race. The 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.

75. 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.

76. 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.
All wheel weights must be secured with duct tape. Bleeder or relief valves are **NOT** permitted.
INEX or LCA approved beadlock wheels must be used on the right rear, but are optional elsewhere.

77. WIDTH

The total overall width of the car (front and rear) may not exceed 61 inches (154.94 cm) with LCA approved tyres. The car must be able to roll freely through a 61" (154.94 cm) wide opening as raced.
Spacers on the rear wheels, axle, drums etc. are **NOT** permitted.

78. WINDSHIELD MESH

Windshield mesh must remain stock as supplied by USLCI and LCA.
Sun visor maximum 110mm, minimum 100mm is to be used at the top of the windscreen opening. Must be 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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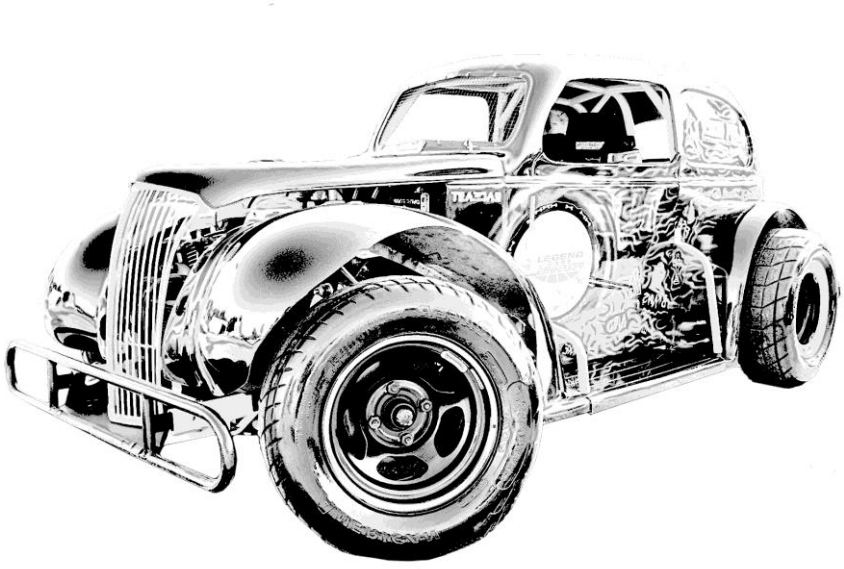
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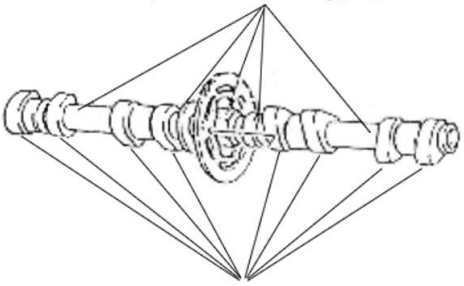
PART FOUR

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.

STOCK YAMAHA CAMSHAFT
STRESS RELIEVING THE CAMSHAFTS
INEX has approved polishing the shaft of the cam in these areas (for stress relieving purposes only).



You may not alter the cam lobe in any way. (The sides of the cam lobe must remain untouched, with casting marks on them).

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** 1200 - 10.0 to 1 max and 1250 - 10.4 to 1 max. 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.
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 0.022" from stock; pistons must remain complete with no alterations.
Worn cylinder sleeves may be replaced with aftermarket types.
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 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" 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 Logbook available and carry an LCA approved registration sticker Registration period is from 1 Jul to 31 Jun of the current year. Registration sticker must be fixed to the Roll Cage on front left hand side parallel cross bar. Secondary VIN Plate (available through LCA) must also be affixed to the chassis on the middle right cross bar below gear shift.

All Logbooks will be completed in the name of the legal owner of the car. All owners must carry current Associate INEX Membership. Owner or driver may sign documents pertaining to the car. A letter of authorisation (please contact LCA) must be completed if the driver is permitted to charge parts or fees to the car owners account.

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.

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.

INEX membership is mandatory for all drivers and optional for Associates. INEX membership is valid from 01 Jan to 31 Dec of any given year.

The onus falls to the driver to race a safe race car. Annual Registration and random scrutineering in no way guarantees the safety of the car. This applies to all safety equipment also.

INEX MEMBERSHIP & POINTS

INEX membership is mandatory for all drivers. Associate membership is optional for family and crew etc.

INEX points will be accrued as per calendared rounds. Events added after the finalisation of calendars will be listed as non-points rounds.

Information on each calendared round can be found on the website in 'further information' for each individual event.

Any INEX points accrued when a driver competes overseas will not be counted towards any Australian Championships.

NOMINATIONS

All nominations are to be completed on line through the Legend Cars Australia website, www.legendcarsaustralia.com.au. Unless noted in 'further details', in the individual event, all nominations will close at 9am on the Monday prior to the race date. The nomination system will remain open until midnight on that day and late nominations will be accepted until close. It is the drivers responsibility to read any and all information pertaining to an individual event. ALL entries received after 9am will be considered a Late Nomination. Late nominations will start rear of field and will be awarded finishing points only if heats are run, but no passing points. Failure to notify of a

cancelled nomination will result in a $50 penalty or Rear of Field start for the entire meeting, including Feature race for their next nominated meeting. Rolling starts will be mandatory. New drivers will start rear of field until officials deem them safe to go in the general draw.

A $20.00 nomination fee applies. Payment is required at time of nomination. This fee is non-refundable and non-transferable in the event of a cancellation unless otherwise specified in the 'further information' section.

Promoters will have the option to allow any nominated driver to start from any position at their discretion in conjunction with LCA officials.

Where tracks are running limited numbers or are capped, first preference will be offered to the top point scores in that Series/Championship. If the numbers are not filled by these position holders then the next position holder numerically is to be given the option of nomination.

Nominations for the Development Series will be accepted when Development Series is running, however, if a Development driver elects to run in the Main division when Development Series is not running, they will be required to start Rear of Field and their cars must be flagged to indicate Provisional driver to other drivers.

Failure to attend any nominated meeting, without reasonable notification to LCA, will result in RoF starts for all races at the next nominated meeting.

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.

MyLaps is now in situ at many tracks and transponders are sometimes available for hire at those tracks. However, there is no guarantee MyLaps transponders will be available on any given day. Failure to have a transponder fitted at timed events, will be deemed the responsibility of the driver and that car will not be recorded in official results and no points will be allocated for that event. Transponders may be hired directly by contacting MyLaps for periods of 12 months and more.

Correct mounting of transponder is the driver's responsibility.

SERIES SPONSOR

Please welcome our new Series Sponsor, Yamalube. All visor decal requirements are to be met at all times. Any car not displaying the appropriate decal will not be eligible for points and may not be permitted to race until decal rectified.

ACCOUNTS PAYABLE

Please contact LCA to obtain an Account application. No credit will be extended unless an Account application has been approved. 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. By accepting credit from LCA, you agree to these terms.

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 0427 666 266 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.

2020/2021 AUSTRALIAN TITLE WINNER - #2A Troy BOLTON

YAMALUBE UNIQUE ADVANTAGE

For the past 50 years, the Yamalube range of products has been developed by our team of Yamaha mechanical, chemistry and electronic engineers, the same engineers that design and build Yamaha engines. Developing the Yamalube range alongside Yamaha engines guarantees a perfect match.

Yamaha's engineers regard Yamalube as the liquid component of an engine, as essential to performance as pistons and bearings.
Inside an engine, Yamalube serves many roles. As well as being a lubricant, it also functions as a coolant, cleaning agent, rust protector, sealant, vibration-absorbing medium, and much more.

The Yamalube range now includes fork oils, brake fluids, chain sprays, and a range of care products to make sure your machine not only performs at peak performance, but it also looks its best.

The Yamalube range has been formulated to suit all Yamaha land and marine products in the harshest environments on earth. On the water and on land, in mud, dust, and snow, in extreme heat and freezing cold, trail, track, road, or ocean, Yamalube products have been developed to offer superior protection while delivering maximum performance.

THE YAMALUBE DIFFERENCE

A motorcycle engine oil needs to deliver higher performance than oils used in a car. Automobile engine oil functions mainly as a lubricant for the engine, while the transmission and differential have separate lubrication systems. In a motorcycle, the engine, clutch and transmission all need to be lubricated by just a few litres of engine oil.

Under normal running conditions, the oil contents of a motorcycle engine will make a full circulation of the engine every 10 seconds, performing a multitude of important functions along the way.

Yamaha develops oils specifically for its range of motorcycles, outboard marine engines, WaveRunners and SSVs/ROVs, and supplies them under the Yamalube name.

Whether it's on water, on the road, in dirt or mud, Yamalube oils have been created with a clear understanding of the environments they will be used in.

CLEANING
Suppresses the generation of impurities and prevents them from accumulating on engine parts.

COOLING
Absorbs the heat generated through combustion and friction, then disperses it outside.

WEAR REDUCTION/CORROSION PREVENTION
Reduces friction and wear on sliding and rotating parts. While preventing rust and corrosion of metal surfaces.

SEALING
Prevents leakage of compressed and explosive gasses and increases the level of airtightness in the combustion chamber.

An engine is often referred to as the heart of a machine, but with so many parts and components rotating and revolving at high speeds, it is a harsh environment. So, if the engine is the heart, the oil is the blood. And just like blood, oil has many roles to play in keeping the engine healthy and long-lasting.

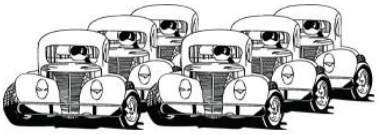
LEGEND CARS AUSTRALIA

Proudly Sponsored by YAMALUBE®

2021/2022 DIRT CALENDAR

MONTH	DATE	VENUE	EVENT
			2021
SEP	11	ROMA SPEEDWAY (QLD)	NRQC RD 1
	25	MARYBOROUGH SPEEDWAY (QLD)	NRQC RD 2
OCT	9	NOWRA SPEEDWAY (NSW)	PRACTICE
	9	EASTERN CREEK SPEEDWAY (NSW)	PRACTICE - TBC
	9	LOCKYER VALLEY SPEEDWAY (QLD)	NRQC RD 3
	16	ACT SPEEDWAY (ACT)	SRC RD 1
	23	NOWRA SPEEDWAY (NSW)	PRACTICE
	23	COLLIE SPEEDWAY (WA)	WAC RD 1
	30	EASTERN CREEK SPEEDWAY (NSW)	STC RD 1
NOV	6	ACT SPEEDWAY (ACT)	SRC RD 2
	6	CARINA SPEEDWAY - BUNDABERG (QLD)	NRQC RD 4
	6	BUNBURY SPEEDWAY (WA)	WAC RD 2
	13	EASTERN CREEK SPEEDWAY (NSW)	STC RD 2
	13	COLLIE SPEEDWAY (WA)	WAC RD 3
	20	LISMORE SPEEDWAY (NSW)	NRQC RD 5
DEC	4	NOWRA SPEEDWAY (NSW)	SRC RD 3
	11	EASTERN CREEK SPEEDWAY (NSW)	STC RD 3
	11	BUNBURY SPEEDWAY (WA)	WAC RD 4
	18	KINGAROY SPEEDWAY (QLD)	NRQC RD 6
	26	CARINA SPEEDWAY - BUNDABERG (QLD)	NRQC RD 7
	27	CARINA SPEEDWAY - BUNDABERG (QLD)	NRQC RD 8
	28	EASTERN CREEK SPEEDWAY (NSW)	STC RD 4
			2022
JAN	2	MANJIMUP SPEEDWAY (WA)	WAC RD 5
	8	LOCKYER VALLEY SPEEDWAY (QLD)	NRQC RD 9
	8	SAPPHIRE SPEEDWAY - BEGA (NSW)	SRC RD 4
	8	AUGUSTA MARGARET RIVER SPEEDWAY (WA)	WAC RD 6
	15	EASTERN CREEK SPEEDWAY - WSS (NSW)	STC RD 5
	22	GOULBURN SPEEDWAY (NSW)	SRC RD 5
	22	COLLIE SPEEDWAY (WA)	WA TITLE
	28	BUNBURY SPEEDWAY (WA)	WAC RD 7
	29	BUNBURY SPEEDWAY (WA)	WAC RD 8
	29	NOWRA SPEEDWAY (NSW)	SRC RD 6
FEB	5	LISMORE SPEEDWAY (NSW)	NRQC RD 10
	5	MANJIMUP SPEEDWAY (WA)	WAC RD 9
	12	GOULBURN SPEEDWAY (NSW)	NSW TITLE
	19	MARYBOROUGH SPEEDWAY (QLD)	NRQC RD 11
	19	COLLIE SPEEDWAY (WA)	WAC RD 10
	26	EASTERN CREEK SPEEDWAY (NSW)	STC RD 6
MAR	5	GOULBURN SPEEDWAY (NSW)	SRC RD 7
	12	ACT SPEEDWAY (ACT)	TBC - ACT TITLE
	19	EASTERN CREEK SPEEDWAY (NSW)	STC RD 7
	19	KINGAROY SPEEDWAY (QLD)	NRQC RD 12
	19	AUGUSTA MARGARET RIVER SPEEDWAY (WA)	WAC RD 11
APR	2	EASTERN CREEK SPEEDWAY (NSW)	STC RD 8
	8	COLLIE SPEEDWAY (WA)	TBC - NON POINTS RD
	15	ROMA SPEEDWAY (QLD)	QLD TITLE
	16	ROMA SPEEDWAY (QLD)	NRQC RD 13
	16	AUGUSTA MARGARET RIVER SPEEDWAY (WA)	WAC RD 12
	17	AUGUSTA MARGARET RIVER SPEEDWAY (WA)	WAC RD 13
	24	TOOWOOMBA SPEEDWAY (QLD)	NRQC RD 14
	30	EASTERN CREEK SPEEDWAY (NSW)	TBC - 21/22 AUSTRALIAN TITLE
MAY	7	SAPPHIRE SPEEDWAY - BEGA (NSW)	SRC RD 8
	14	WAHGUNYAH SPEEDWAY (VIC)	VIC TITLE
	21	GRAFTON SPEEDWAY (NSW)	NRQC RD 15
	28	EASTERN CREEK SPEEDWAY (NSW)	STC RD 9

PRACTICE
NQRC = NORTHERN RIVERS QUEENSLAND CHAMPIONSHIP
SRC = SOUTHERN REGION CHAMPIONSHIP
WAC = WESTERN AUSTRALIAN CHAMPIONSHIP
STC = SYDNEY TRACK CHAMPIONSHIP
TITLE MEETING



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MPI

UNIGLIDE
FRICTION REDUCING CONCENTRATE

LEGEND CARS AUSTRALIA
FASTER FUN!