

# SPECIFICATION BOOK



## 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**

# Table of Contents

## PART ONE

Safety Equipment

Fire Extinguisher

Seats

## PART TWO

Legend Car Specification Rules

## PART THREE

Index

1	Aerodynamics	41	Gussets
2	Air Filters	42	Heim Ends
3	Alternators	43	Hood
4	Ball Joints	43	Ignition System
5	Ballast	45	Jam Nuts
6	Battery	46	Ill Switches
7	Bolts and Fasteners	47	Lower Control Arms
8	Brakes	48	Mandatory Decals
9	Bump Steer	49	Mirrors
10	Bumpers and Tow Hooks	50	Mufflers
11	Bumper Straps	51	Nerf Bars
12	Carbon Fibre	52	Oil Catch Cans
13	Carburetors	53	Oil Coolers and Lines
14	Car/Door Numbers	54	Pickup Point and Spacers
15	Chrome Plating and Polishing	55	Rack and Pinion Steering
16	Clutch Master Cylinder	56	Radius Rods and Panhard Bar
17	Coils, Coil Leads and Spark Plug Boots	57	Rain/Brake Lights & Kill Switches
18	Door Plates	58	Rear Axles
19	Drive Shaft	59	Rear Ends
20	Engine Coatings	60	Ride Height
21	Engine Cooling	61	Remote Oil Filter
22	Engine Serial Numbers	62	Running Boards
23	Engine Location and Mounts	63	Sheet Metal
24	Engines	64	Shifter, Linkage & Knob
25	Exhaust System	65	Shock Absorbers
26	Fender Mounting	66	Spindles
27	Fender Holes and Trimming	67	Springs
28	Fibreglass Components	68	Sprocket Adaptors
29	Firewall	69	Steering Column
30	Frame	70	Steering Wheels
31	Fuel	71	Traction Control Devices
32	Fuel Cell	72	Tyres
33	Fuel Filters	73	Upper Control Arms
34	Fuel Lines	74	Weight
35	Fuel Valves and Regulators	75	Wheelbase
36	Fuel Pump	76	Wheels
37	Gauges & Switches	77	Width
38	Gear Ratios	78	Windshields
39	General Appearance of the Car		
40	Grill		

## **PART FOUR**

CAMSHAFTS

CLUTCH

CYLINDER HEADS

## **PART FIVE**

VALVES

TRANSMISSION

OIL PANS AND OILING SYSTEMS

## **PART SIX**

REGISTRATIONS

NOMINATIONS

TRANSPONDERS

~~~~~

## **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 racesuits, regardless of manufacturers guidelines.

Head & Neck restraints are **mandatory**.

Arm Restraints are **highly recommended but not mandatory**.

SFI belts will have a 2 year life from stamped date as is the current ruling. An SFI labelled seat belt restraining device, may not be used beyond its end date, except for up to one year after expiry, and in one event only, at which time the Logbook must be endorsed to ensure belt replacement is undertaken before use in a subsequent event.

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 labelled belts may be used for up to five years beyond the end of use date as provided by the manufacturer.

Notwithstanding the date range, a restraining device must be suitable for service, as inspected at event scrutiny, at all times during competition.

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

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.

The Legend Cars Australia Safety Grill is **highly recommended** but not mandatory.

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

It is the drivers responsibility to ensure adherence to all safety regulations at the time of any given event.

## 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. When refuelling, the extinguisher must be on hand.

## 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 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.

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 Jan to 31 Dec 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.

## **DRUG AND ALCOHOL POLICY**

All Legend Car drivers are bound by AASA's 2021 Standing Regulations (section 2.43 & 2.44) regarding the consumption of alcohol or drug usage. AASA's 2021 Standing Regs can be viewed at <https://aasa.com.au/wp-content/uploads/AASA-2021-Standing-Regulations-1.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.

## **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.

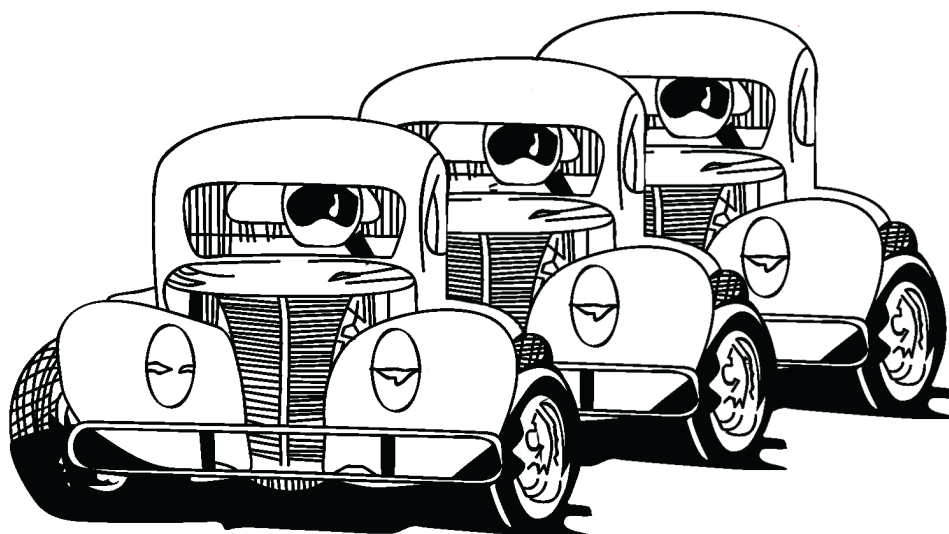
In the event of a swap out, the driver will retain all points accrued whilst competing in his own Entered car. Once a swap out occurs, the driver will start all remaining races RoF and receive **NO POINTS** for all remaining races over the weekend. RoF will also apply to any Reverse Grid races to be 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](mailto: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 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*** The ballast blocks must be bolted directly to the sub-frame and must be secured with a minimum of two (2) 2mm x 8mm bolts per block. Ballast may be bolted to the square tubing of the sub-frame from the front to the back (including the cross members) (1" X 2" tubing only), not to the roll cage. The blocks must not be encased in any way. The ballast must maintain a minimum of 3 ½" inches of ground clearance. Ballast must not extend past the front frame horns or rear bumper mounts or extend beyond the subframe at the kick ups.

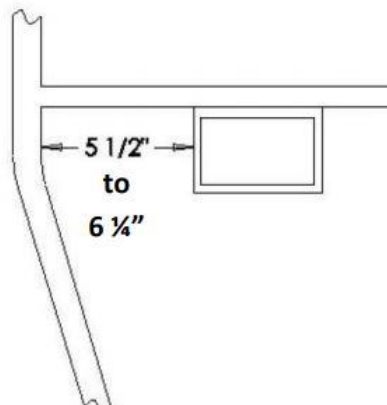
Ballast is **NOT** permitted to be mounted inside the driver's compartment. No ballast may be bolted to the running board or the nerf bars. Ballast may not extend laterally, beyond 2 ½" from the outside of the frame rail.. All mounting of ballast is subject to approval by scrutineers.

## 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.*

## 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**

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).

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.

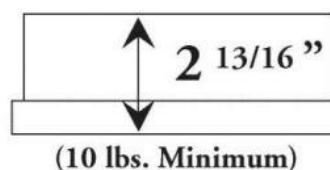
***Brake Rotors:***

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.

**Legends Brake Drum**



***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.

**9. BUMP STEER**

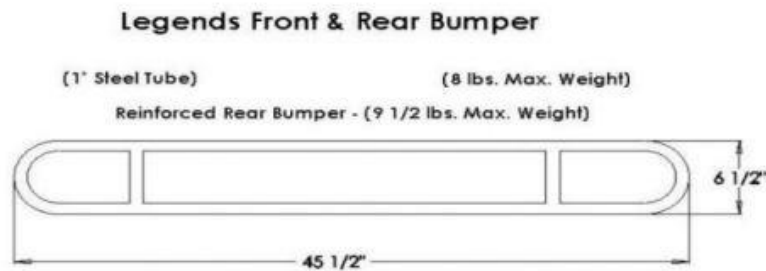
Adjustments to the bump steer settings will only be permitted by placing spacers between the steering rack and the heim joint ends of the tie rods or between the front spindle pick up points and the heim joint ends of the tie rods. No other modifications to adjust bump steer such as changing the height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

## 10. 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.

## 11. BUMPER SAFETY STRAPS

All bumper bars are to be fitted with two seat belt straps. The straps are 330mm seal 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

Carbon Fibre component usage is not permitted.

## 13. 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.

## 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, 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.

## **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. 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).

## **19. 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 Retainers:**

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.

## **20. 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.

## 21. 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  $\frac{3}{8}$ ". The size of the area for louvers or holes in the hood may not exceed 54 square inches ( $9" \times 6"$ ). 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.

## 22. 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.

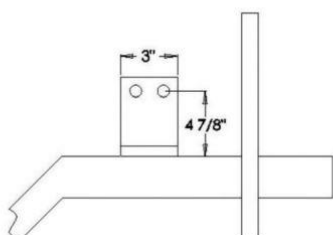
## 23. ENGINE LOCATION AND MOUNTS

**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.

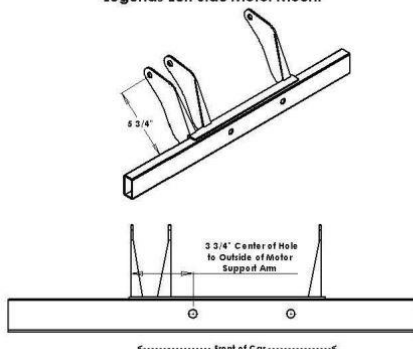
Mounts may not be welded directly to the frame.

Legends Right Side Motor Mount

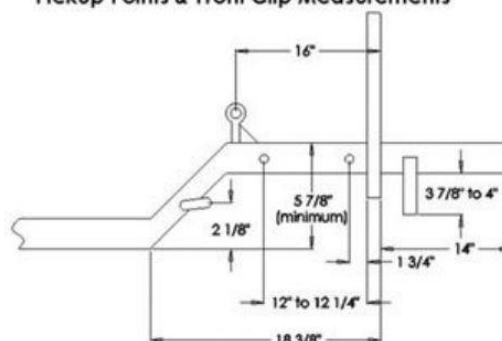


Aluminum mounts or extra holes are illegal.

Legends Left Side Motor Mount



Legends Left Side Motor Mount  
Pickup Points & Front Clip Measurements





## **24. ENGINES**

AMENDMENT PENDING TO INCORPORATE MT09 (FZ09) ENGINE

## **25. 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.

ProFab exhaust system (as delivered by USLCI) is mandatory for use with Yamaha FZ09.

The use of the USLCI "long" exhaust/muffler system is permitted with the FZ09 engine.

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

## **26. 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.

## **27. 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 #39).

## **28. 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.

## **29. 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.

## **30. 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.*

**Serial Number Plates (VIN)** - 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.

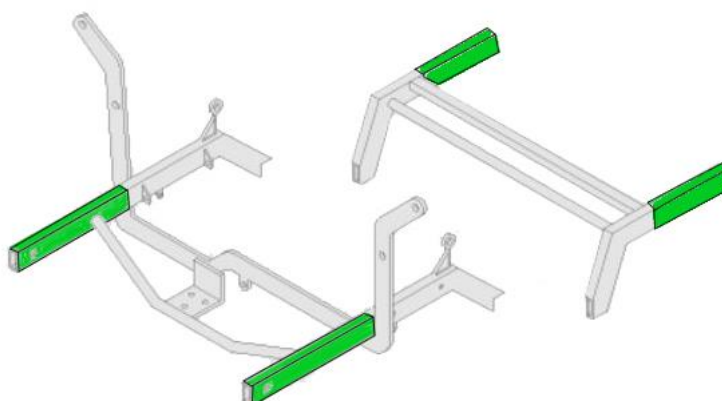
**Suicide Doors** – Doors with the latch on the A-Pillar and hinges on the B-Pillar rather than the traditional method of the latch on the B-Pillar and the hinges on the A-Pillar. Suicide doors are only permitted on the 1934 Ford and Chevy Coupe frame.

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.



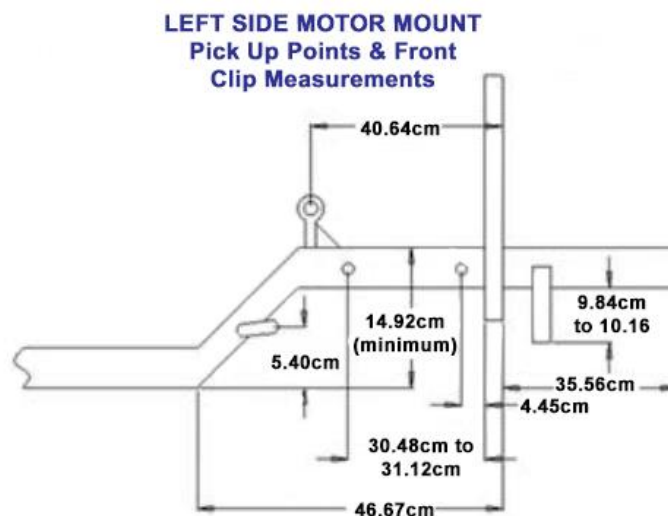
The main roll cage and drivers compartment is **NOT PERMITTED** to be replaced or repaired if damaged beyond the presiding technical officer's satisfaction.

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.



### 31. **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.

### **32. 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.

### **33. FUEL FILTERS**

Aftermarket fuel filters are permitted.

**NO** glass filters.

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

### **34. 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.

### **35. FUEL VALVES AND REGULATORS**

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

### **36. 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.

### **37. GAUGES & SWITCHES**

Gauges are free and open; however, no additional sensors are to be added to the car other than water temperature, water pressure, oil temperature and oil pressure.

Data Logging is **NOT PERMITTED.**

Gauges must not have the capacity to connect to a computer, or other device, post-race or practice run for data logging purposes.

Volt meters are permitted.

Gear shift indicators are permitted.

Tachos are permitted.

**NO mobile phones** are permitted in cars during race or practice runs.

Oil pressure gauges must use steel braided lines.

All switches must be clearly identified and marked accordingly.

### 38. 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.

### 39. GENERAL APPEARANCE OF THE CAR

All competitors must present a neat, clean, and Stock appearing car for Competition. Crash damaged cars must be repaired to the minimum technical standards before returning to Competition. An INEX Official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. INEX reserves the right to deny access in Competition because of a sponsorship, advertisement, paint scheme and/or lettering on a car not in "good taste," or in the spirit of keeping this a family sport.

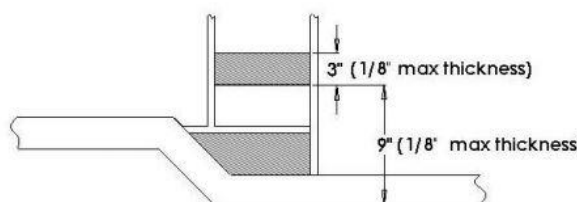
### 40. GRILL

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.

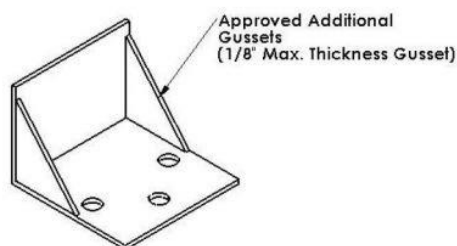
### 41. GUSSETS

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

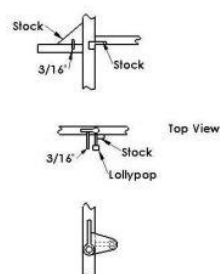
**Front Clip Support**



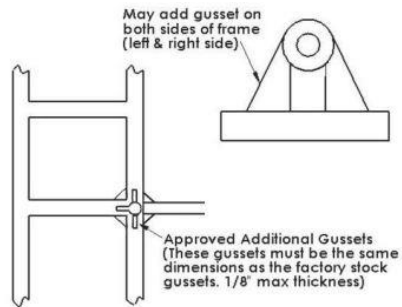
**Steering Rack Plate**



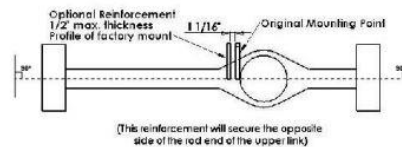
**Upper Link Double Shear Mount (Chassis Side)**



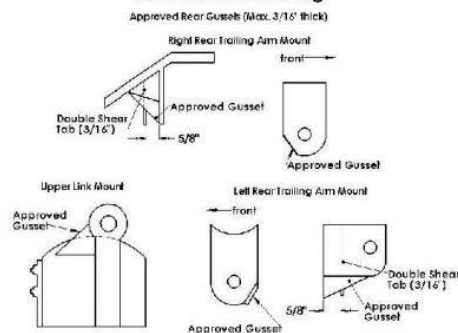
#### Upper Link & Rear Trailing Arm Pickup Points



#### Rear End Housing Upper link & Rear Trailing Arm Pickup Point



#### Back View of Housing



## 42. 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).

## 43. 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). When using the FZ09 engine, the air filter may stick through the hood.

#### **44. IGNITION SYSTEM**

The complete ignition/engine control system must be the original OEM parts for the Yamaha FJ1200/XJR1200/XJR1250/FZ09. In-line fuses are permitted. Ignition pickup coil wires must run directly to the ignition box and may not be taped, or tie wrapped to other wires. No open wires or unused connectors allowed within reach of the Driver.

Electronic throttle (traction) controls are not permitted.

**Ignition Control box** - The Stock FJ1200/XJR1200/ XJR1250 ignition control box (black box) or the red ignition box (marked INEX-Approved) are the only boxes permitted to be used with the 1200 + 1250 engine and they may not be altered or relocated in any way. Only one ignition box is permitted on a car (multiple boxes are illegal). The original Stock FJ1200/XJR1200/XJR1250 rev limiting system must be in proper working condition and may not exceed 10,500 rpm. The FZ09 must use the ignition control box designed for use with that engine.

**Swapping of the Ignition Control box** – INEX/LCA may provide a substitute ignition/engine control system to any competitor at random. The INEX provided ignition/engine control system will be exchanged for a Competitors system and must be used for that Event. INEX is not responsible for any engine failure due to a provided ignition/engine control system usage.

**Coil, Coil Wires and Spark Plug boots** - These components must be Stock Yamaha FJ1200/XJR1200/ XJR1250 parts, Taylor coil wires or gray Dynatek coil wires or red Dynatek coils marked with the INEX logo as delivered by USLCI. The FZ09 components must remain Stock. The spark plugs may be replaced with an Aftermarket type with similar thread size. Resistors must remain in spark plug wire ends.

**Coil Mount** - The Stock coil mount may not be modified and may only be replaced with an INEX approved coil mount.

**Ignition Rotors** - The ignition rotor must be a Stock Yamaha FJ1200/XJR1200/XJR1250 part, or the 66 rotor delivered with the "INEX approved" red ignition control box. The FZ09 rotor must remain Stock. No Aftermarket electronic ignition advancers are permitted.

**Ignition Plates** - The ignition plate must be a Stock Yamaha FJ1200/XJR1200/XJR 1250 part or the plate delivered with the "INEX approved" red ignition control box. It may be slotted to advance the ignition timing of the engine. The ignition pickup cover is not mandatory. The FZ09 ignition plate must remain Stock.

#### **45. JAM NUTS**

A minimum of one jam nut is required to be used with all radius rods and ball joints. One or two (minimum 1/4" maximum 7/16") jam nuts are permitted on the upper and lower ball joints.



#### 46. KILL SWITCHES

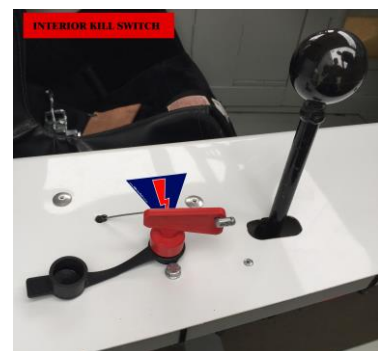
Kill switches **are mandatory**. Approved parts and placement are shown below. **No modifications or alternate placement is permitted.**

##### 1200/1250 - 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.



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.



#### **FZ09/MT09**

The external Pull cable is mandatory and needs to be attached to existing Kill Switch as per below images.



#### **47. LOWER CONTROL ARMS**

The lower control arms must remain Stock, within the Stock dimensions (12.5" x 16.25"), steel thickness, location, and configurations. Each measurement will have a tolerance of +/- 1/8" (0.125").

#### **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.



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 may result in expulsion from the event. Failure to comply will result in RoF penalties for **ALL RACES** including Feature and no points allocated for that event.

#### **49. MIRRORS**

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

#### **50. MUFFLERS**

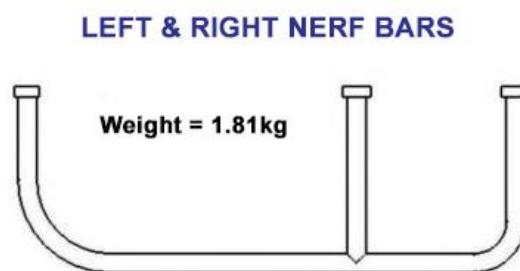
Mufflers such as stock Legends S&S are to be as supplied by USLCI and stamped by INEX or LCA. The ProFab muffler is mandatory for use with Yamaha FZ09. Mufflers must remain stock and must not be modified in any way except external tabs or mounts to assist in retention of the muffler. (turning tip away from car is permitted).

The use of the USLCI "long" exhaust/muffler system is recommended with the FZ09 engine.

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

#### **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. 1200/1250 OIL COOLERS AND LINES**

Only "Air" Oil coolers permitted (no dry ice or other type systems permitted). All oil cooling systems (including lines) must be mounted in the engine compartment. Oil coolers may not be mounted below the bottom of the front bumper. More than one oil cooler is 68 permitted. Oil cooler fans are permitted. Push-lock oil line fittings are permitted. Aftermarket oil coolers are permitted. Oil Cooler / Radiator Scoops -Oil cooler / Radiator air scoops (with a maximum wall thickness of 1/8" sheet metal) must fit completely between frame rails and may not extend below or attach to the front bumper. 1200 / 1250 Overhead Oiling Systems - Aftermarket overhead oiling systems for the camshafts 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 3/4" (1.9cm) wide spacer may be used on all 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. 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.

## 57. BRAKE LIGHTS

Brake lights **are mandatory**. Rain lights are recommended. Approved parts and placement are shown below.

### Brake Light

The 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**



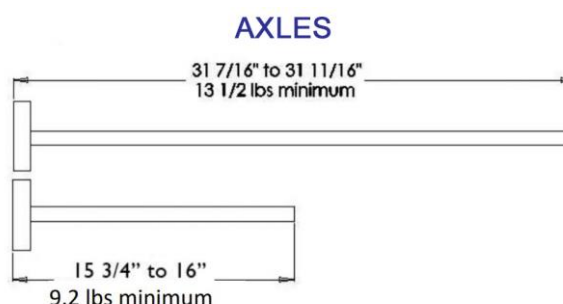
These round Rain/Brake Lights feature 51 bright red LED's and are mounted via brackets built into the housing. FIA & MSA Approved for motorsport use. Dimensions – 2.05" (52mm) diameter x 1.65" (42mm) long. The Rain/Brake Light is to be mounted in the centre of the rear parcel shelf as per picture below.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



**AMENDMENT FOR US INSTALLED BRAKE LIGHT PENDING.**

## **58. 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.



## **59. REAR ENDS**

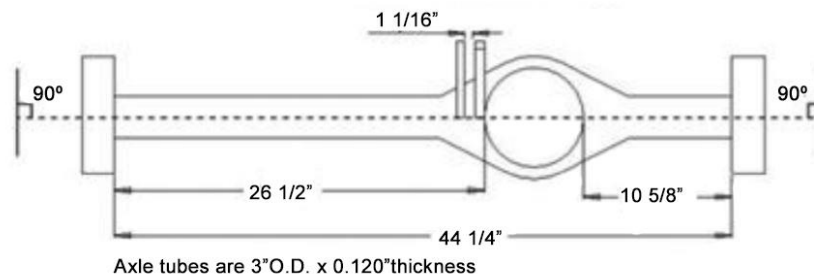
Only 10 bolt pattern/wide flange (5/8") Toyota, locked steel rear ends are permitted. All rear end components including the housing and pickup points must meet the stock specifications of the stock component as supplied by USLCI. Strengthening of upper rear diff mount is acceptable with materials remaining OEM. Any repair is to be approved and Logbooked 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.

## REAR END HOUSING



### 60. RIDE HEIGHT

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

### 61. REMOTE OIL FILTERS

Remote oil filters are permitted to be used on Yamaha 1200 + 1250 engines mounted in the engine compartment only. Inside or outside mounting of the remote oil filter to the frame rail is permitted. The remote oil filter must be located where it cannot be easily damaged in the event of an accident. Remote oil filter may not be mounted below the bottom of the front bumper. Filter must have a hose clamp around it, safely wired to the mount (to prevent it from backing off). Remote oil filter is NOT permitted on the Yamaha FZ09 engine.

### 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

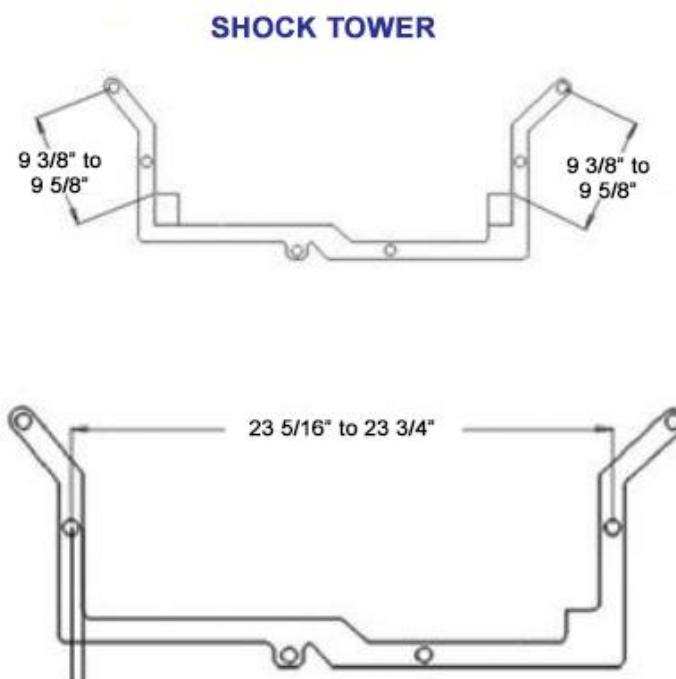
(Rear Deck & Dash): The minimum thickness of the steel sheet metal is .036". The rear deck sheet metal (including the package tray behind the Driver) may not be removed or altered in any way unless a fuel cell access hole is used. The fuel cell access hole must always be covered with a sheet metal plate and secured while the car is on the track. Dash: The dash is mandatory. If dash is replaced it 71 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 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 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  $\frac{1}{4}$ " (6.35mm). Absolutely no tampering or alteration of external or internal components, fluids or gases permitted. Shock covers are permitted but must be removed if directed by Scrutineers.



#### 66. 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.

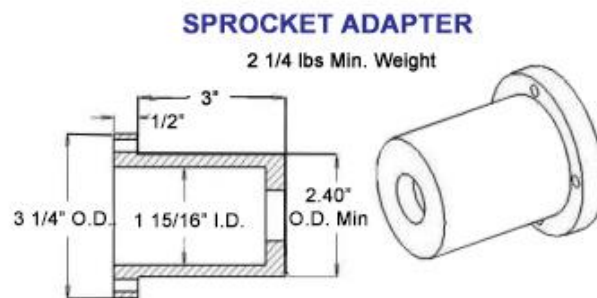


## 67. SPRINGS

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 are not permitted. One spring per shock.  
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. 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.

## 70. 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**.

## 71. TRACTION CONTROL DEVICES

**NO** electronic traction/wheel devices are permitted.

## **72. TYRES**

The only tyres permitted for competition 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.

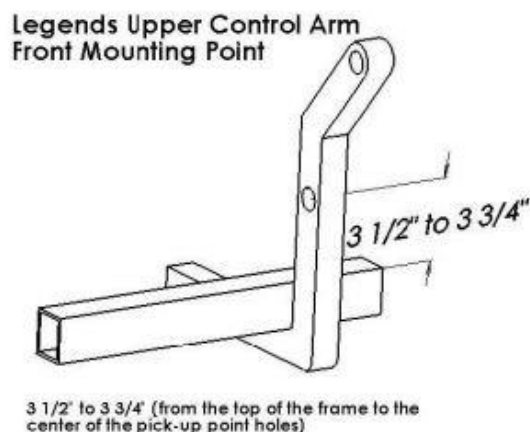
Cars must **NOT** have any tyre other than the prescribed tyres at any time during the course of a race meeting including transport through the pit area.

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**.

## **73. 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).



## **74. WEIGHT**

1200/1250

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

FZ09/MT09

The minimum weight is 1235lbs (560kg) 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.**

## **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.

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

**NO** wheel spacers are permitted.

## **77. WIDTH**

The total overall tread width of the car (front and rear) may not exceed 61 inches (154.94 cm) with MRF LEGENDS 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. WINDSHIELDS**

All cars must be fitted with an approved Lexan windscreen. A sun visor sticker (as per **49. Mandatory Decals**) must be displayed at the top of the windscreen opening. LCA reserve the right to advertise series or other sponsors in this location. Failure to comply will result in RoF penalties for **ALL RACES** and no points allocated for that event.

An LCA certified Safety Grill is ***HIGHLY RECOMMENDED*** but not mandatory for all Legend Car competition in Australia. LCA certified grills are identifiable by the certification stamp.

~~~~~

## **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.

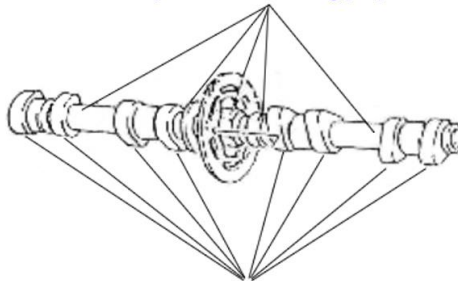
Camshafts may be pinned.

**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.

Slipper clutch is not 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" ring 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 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 Logbook 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. Secondary VIN Plate (available through LCA) 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.

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.

### **ENTRIES**

All entries are to be submitted through the appropriate tracks website. Links to entry forms and further information will be provided on the website [www.legendcarsaustralia.com.au](http://www.legendcarsaustralia.com.au). Late entries 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. Entries close 2 weeks prior to all asphalt events.

Withdrawals or cancellations of entries are to be advised to the appropriate track and any refunds will be at that venue's discretion. LCA have no control or input in this process.

## TITLE NOMINATIONS

To be eligible to compete in a National Title or State Title, a Driver must not be provisionally licenced and 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 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.

Any driver not meeting the above criteria, shall be permitted to participate, but will be ineligible for points/placings and will be Rear of Field for every race.

**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.**

## 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**

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.







## 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.



