

SPECIFICATION BOOK



2025

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**



FORWARD

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.

Participant Code of Conduct

INEX members, Associate Members, and participants at INEX Events are always expected to conduct themselves in a professional and nondisruptive manner. Any member, Associate Member, or participant(s), who within the boundaries of the Track facility or otherwise, in the sole judgment of the INEX Competition Director:

- Physically assaults another participant, Official or other person.
- Engages in any conduct deemed by INEX in its sole and absolute discretion to be detrimental to the sport of, Legend Cars racing.
- Otherwise creates a condition or circumstance which is unsafe, unfair, or out of order, shall have violated the rules and regulations of INEX and may be penalized.
- Any direction given by any official, technical authority or scrutineer of LCA must be followed and acted upon. Any driver refusing to follow instructions given by one of these members or engaging in rude / aggressive / negative behaviour / behaviour listed above, may be subject to further penalties.

The Driver and/or Associate Member is responsible for the conduct of their crewmember(s) or anyone else associated with their team. A Driver may suffer the penalties for the conduct of their crewmember(s), Associate Member(s), or guest. When the Driver(s) are under 18 years of age the designated Associate Member (parent or guardian) is responsible for Driver, crewmember(s) and/or anyone associated with their Team. In this circumstance the penalties may still be imposed upon the Driver as well as the Associate Member. Physical violence violations may also be prosecuted through Local, State or Federal enforcement authorities.



Table of Contents

PART ONE SAFETY EQUIPMENT FIRE EXTINGUISHER SEATS

PART TWO SPECIFICATIONS/RULES D&A TESTING GENERAL STARTS PROTESTS

PART THREE INDEX

1	Aerodynamics	41	Grill
2	Air Filters	42	Gussets
3	Alternators	43	Heim Joint Ends
4	Ball Joints	44	Hood
5	Ballast	45	Ignition System
6	Battery	46	Jam Nuts
7	Bolts and Fasteners	47	Kill Switches
8	Brakes	48	Lower Control Arms
9	Brake Lights	49	Mandatory Decals
10	Bump Steer	50	Mirrors
11	Bumpers and Tow Hooks	51	Mufflers
12	Bumper Straps	52	Nerf Bars
13	Carbon Fibre	53	Oil Catch Cans
14	Carburettors	54	Oil Coolers and Lines (1200/1250)
15	Car/Door Numbers	55	Oil Filter - Remote
16	Chrome Plating and Polishing	56	Pickup Point and Spacers
17	Clutch Master Cylinder	57	Rack and Pinion Steering
18	Coils, Coil Leads and Spark Plug Boots	58	Radios
19	Door Plates	59	Radius Rods and Panhard Bar
20	Drive Shaft	60	Rear Axles
21	Engine Coatings	61	Rear Ends
22	Engine Cooling	62	Ride Height
23	Engine Serial Numbers	63	Running Boards
24	Engine Location and Mounts	64	Sheet Metal
25	Engines & Sealing	65	Shifter, Linkage & Knob
26	Exhaust System	66	Shock Absorbers
27	Fender Mounting	67	Spindles
28	Fender Holes and Trimming	68	Springs
29	Fibreglass Components	69	Sprocket Adaptors
30	Firewall	70	Steering Column
31	Frame	71	Steering Wheels
32	Fuel	72	Traction Control Devices
33	Fuel Cell	73	Tyres
34	Fuel Filters	74	Upper Control Arms
35	Fuel Lines	75	Weight
36	Fuel Pump	76	Wheelbase
37	Fuel Valves and Regulators	77	Wheels
38	Gauges & Switches	78	Width
39	Gear Ratios	79	Windshields
40	General Appearance of the Car		

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**.

PART FOUR FZ09/MT09 1300, 1250 & 1219 FJ & XJ 1200 1200 CAMS CLUTCH
CYLINDR HEADS CRANK SHAFT PISTON & RINGS CONRODS
STROKE COMPRESSION RATIO CRANKING COMPRESSION

PART FIVE VALVES TRANSMISSION OIL PANS AND OILING SYSTEMS

PART SIX REGISTRATIONS INEX MEMBERSHIP DRIVER DIVISIONAL STRUCTURES
INEX POINTS ENTRIES TITLE NOMINATIONS
TRANSPONSERS SERIES SPONSOR ACCOUNTS PAYABLE

~ ~ ~ ~ ~

Note that these rules are subject to change at any time subject to insurance body or track regulations.

PART ONE

SAFETY EQUIPMENT

All items of Safety Apparel must meet the relevant standard as set down by the governing body level of licencing and their rule book. It is the drivers responsibility to ensure adherence to all safety regulations at the time of any given event.

Drivers **must** wear a full-face helmet of current standard any time they are on track. NOTE: a helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation or replaced.

All safety apparel is to be SFI or FIA rated to meet current standards, dates and conditions. Fireproof underwear, socks, boots, gloves and balaclava are **mandatory** under all fire-retardant race suits, regardless of manufacturers guidelines. Double layer or more race suits are highly recommended. All items of safety apparel must meet the relevant standard which must be clearly identifiable on the item.

Head & Neck restraints are **mandatory**.

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

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.

SFI belts will have a 2 year life from stamped date and FIA belts will have a 5 year stamped date, as is the current ruling. An SFI labelled seat belt restraining device, may not be used beyond its end date.

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.

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

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

The seat belts are like the helmet usage suggestions, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make sure that your harnesses are secured and that you have pulled the straps as tight as possible anytime you drive the car. Continue to retighten the harnesses under caution.

Drivers **MUST** install adequate 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.

FIRE EXTINGUISHER

In Car – Cars may have a 1.0 kg dry powder fire extinguisher or a fire-bomb system. 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.

SEATS

Only factory manufactured metal or composite material seats of SFI/FIA standard and 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 a composite seat is used, **NO** holes are to be drilled through the seat, and it **MUST** be correctly mounted using the manufactured mounts. 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.

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.

PART TWO

LEGEND CAR SPECIFICATION RULES

Only INEX or LCA stamped parts will be deemed legal unless otherwise stated. Upon entering a Legend Car for competition any car may be checked for engine, chassis, fuel, tyres, wheels, rear ends, 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 or 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.

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 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 (USLCI) and LCA when used in the current INEX Rulebook, will be considered the same entity.

COMPETITION RULES

All new and second-hand cars and parts eligible for competition in Australia **MUST** be sourced through LCA. VIN number, registration papers, and validity of cars and parts will be checked by USLCI in the USA and when they arrive in Australia they will be checked and registered by LCA. Only INEX or LCA stamped parts will be deemed legal unless otherwise stated.

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 and will be issued to all cars as part of registration. 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 there are special circumstances and approved by LCA.

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.

ORIGINAL STARTS & RESTARTS

Starts and restarts will be determined by the governing body at each race meeting.

Generally, once the pace car has exited the track, the front row cars must maintain Pace Vehicle speed and may not start racing until the restart zone / line (reviewed and defined in the Drivers Meeting).

All cars are to stay double-file, side by side in nose-to-tail formation without bumping or pushing. Once the Green flag has been displayed, you may pass (how and where, to be reviewed in the Drivers Meeting), penalties are at the judgement of the Race Director / Chief Steward.

Re-starts may be single file at the discretion of the Race Director / Chief Steward if they deem the track unsuitable or unsafe for double-file re-starts.

CAR SWAP OUTS

Your first race on any race weekend will be Qualifying. This should be raced in the car you entered in. If you have issues with your car over the course of the race meeting e.g. engine issues/failure, wheel bearing problems, steering issues etc. you may fix these problems at the track where possible.

Engine changes are permitted, but the engine must be sealed. You must notify officials of the change beforehand and this engine will be inspected by an official before being cleared to race.

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

The car must be currently Registered.

The car must have been Entered for that Round.

The car must have been Scrutineered for that Round.

In the event of a swap out, the driver will retain all points accrued whilst competing in his own Entered car. Once a swap out occurs, the driver will start all remaining races RoF and receive.

NO POINTS for all remaining races over the weekend. RoF will also apply to any Reverse Grid races to be run.

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

LCA must be notified in writing via email to info@legendcarsaustralia.com.au. as soon as practicable. Failure to notify LCA of car change will disqualify you from that round.

SMS or phone messages will not be accepted as notification of car change.

GO PRO

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

PROTEST OF PARTS & COMPONENTS

The purpose of the protest is to provide a safety valve to help keep the series competitive and to keep the cost of racing affordable. Only current INEX members may protest a component. The Protesting member must show their membership card to submit a protest. Any specific engine, rear end, or suspension components of a competitor's car finishing in front of the protestor, may be protested by a Driver and/or Associate Member finishing on the same lap or next respective finishing position of that feature after the Race for the amount designated on the protest fee schedule, payable in cash only.

Protesting back is considered spiteful & is not permitted.

On-track Race procedure calls cannot be protested to INEX/LCA.

Filming or recording of Protest Inspections or close-up photos of Technical INSPECTION AREA is not allowed.

TIME OF THE PROTEST: The protester's membership card, protest card and full payment in cash only must be presented to the INEX/LCA Technical Inspector/Scrutineer no later than fifteen (15) minutes from the arrival of the winning car into Inspection Area. The head Technical Official will determine time. Once a protest is submitted, it may not be withdrawn. All purse and points will be distributed after a decision on the protest has been made.

VERIFICATION OF PROTEST: The protested component will be removed from the car or made available for inspection by the protested team's crew and inspected by the INEX/LCA Technical Inspector/Scrutineer. The following people will be permitted to be present at the Inspection location at the racetrack: protested Driver and/or Associate Member and crew (the crew shall leave once the part is removed), protester, INEX/LCA Technical Officials/Scrutineers and a Track management representative. If a decision at the Track cannot be made, then the component will be sent to the INEX/LCA Technical Director for his sole decision on legality. On a protest, it is the Driver and/or Associate Member's duty to prove his legality, not the Technical Officials/scrutineers or protester's duty to prove the violation.

WHEN THE PROTEST FINDS A LEGAL COMPONENT:

After inspection, if the protested component/part is determined to be legal, the protest money will be given to the Driver of the car from which the component was protested (less reasonable inspection fees and shipping charges if shipped to INEX. Inspection fees & shipping charges will be determined by the INEX/LCA Technical Director).

WHEN THE PROTEST FINDS AN ILLEGAL COMPONENT: After inspection, if the protested component is found illegal, the Driver of that car will be Disqualified from that Event, forfeits all prizes and honours earned at the Event and face the possibility of more penalties at the discretion of INEX/LCA Competition Director. The Associate Member will be advised, when applicable. The illegal parts will also be confiscated by INEX/LCA Technical Inspector/scrutineer. The protest money will be returned to the team filing the protest. The Driver and/or Associate Member who was found illegal will be responsible to pay for inspection fees and shipping charges in the form of a fine.

A car may only be protested by one other competitor at each Event. (If more than one protest is filed against a car, the Driver and/or Associate member with the higher finishing position in that Race will be allowed the protest).

No Driver may file a protest more than 3 times during the calendar year.

Protestor must verify that the INEX/LCA Technical Inspector/scrutineer has the special equipment necessary for the test, if applicable.

REFUSAL OF A PROTEST: If the Driver and/or Associate Member of the protested car does not allow inspection under these terms, the Driver will be Disqualified, forfeit all points, purse monies, prizes and awards earned at that Event and possibly suffer more penalties as determined by INEX or LCA. The car will also be suspended from Competition.

NON-ACCEPTANCE OF A PROTEST by INEX: The protest may, at the discretion of the INEX or LCA Official in charge, be declined if deemed to be malicious or spiteful. INEX/LCA Competition Director may also penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.

PROTEST FEE SCHEDULE OF PARTS & COMPONENTS

Limited to the choice of one (1) of the following to be protested:

\$200:

- Compression Ratio (Choice of any 2 cylinders)
- Bore Size (Check all 4 cylinders with bore gauge)
- Stroke
- Ported & Polished Head (check intake & exhaust)
- Air Filters (Velocity Stacks and size of filter)
- Cam Shaft Lobes (check intake & exhaust lobes)
- Alternator (working & wired properly)
- Exhaust System (check header and muffler)
- Total Weight (minimum weight)-Right Weight - Rear Weight Percentage
- Rear End Gears
- Shocks (each shock)

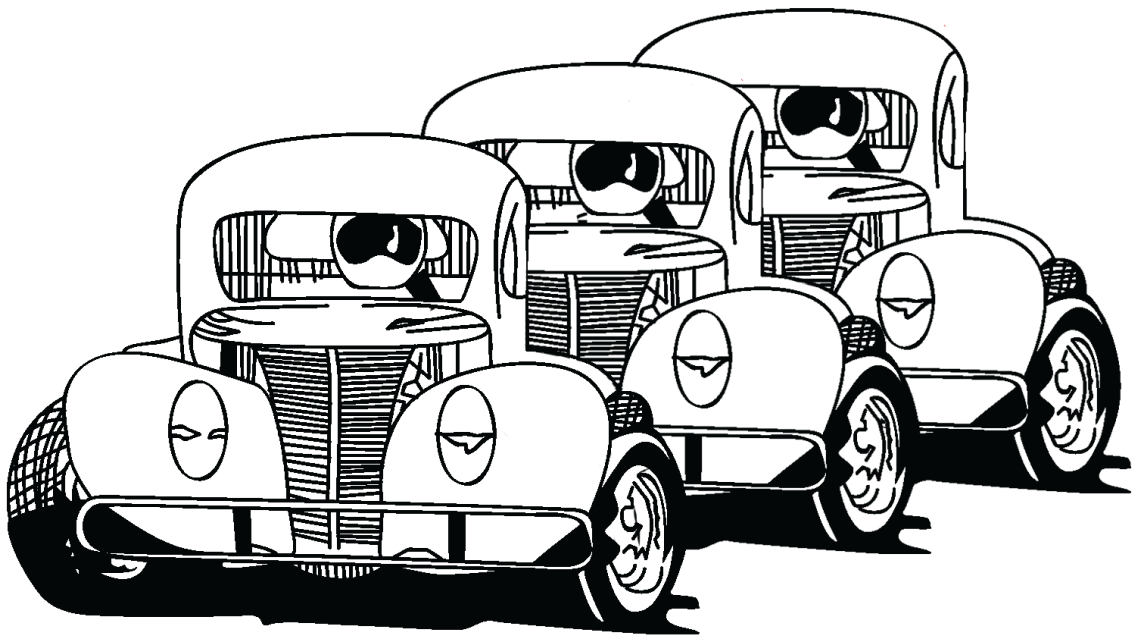
If this rule book does not specifically say that you can change, modify, add or remove something then you must consider that the change, modification, addition or removal of that item is ILLEGAL.

- Spindle (Left & Right)
- Driveshaft (Stock)
- Wheel Offset (Check all four wheels)
- Bumper (Front or Rear) meets all specifications.
- Carburetors
- Durometer test of tires
- Ignition box
- Engine Seals (Removed in the field by the INEX Inspector and sent to INEX headquarters for inspection. Only if INEX Inspector has replacement seals for re-install).

\$1000.00

- Engine Inspection (Carburetors, Alternator, and Starter will be INCLUDED). **NOT** included ignition electrical components, ignition box, coils, header, oil cooler, remote filter, sprocket adaptor, clutch slave cylinder, and air ducts.

TBD -Reasonable fee to be determined by the INEX Official for all other specific items.



PART THREE

INDEX

1. AERODYNAMICS

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

2. AIR FILTERS

Only stock air filters, dual K&N air filters or single air filters and Outerwear's Pre-Filters coverings are permitted. Velocity/Ram Stacks are not permitted. No components that direct airflow to the carburetors or increase airflow are permitted.

FZ09 and MT09 must use LCA supplied air filters.

3. ALTERNATOR

Modification(s) to the charging system is **NOT** permitted. The alternator system must be charging at all times. No switches that disconnect 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 a minimum of one jam nut. Jam nut(s) 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 (8) blocks of solid lead are permitted on the car. The blocks must be no larger than 38mm (1.5") x 63.5mm (2.5") x 305mm (12") (approximately 20lbs or 9kg). Stacking of blocks of any size is **NOT** permitted. All ballast must be painted in a bright colour and identified with the car number. 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

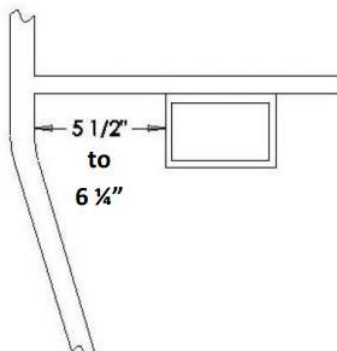
be bolted to the running board or the nerf bars. Ballast may not extend laterally, beyond 2 ½” from the outside of the frame rail. All mounting of ballast is subject to approval by scrutineers.

6. BATTERY

Only one battery is permitted per car: acid, gel or the LCA approved Lithiumax RACE9+ LCD battery (as delivered by LCA, Simpson Toorace Australia or as purchased from a company that stocks this **exact** battery). The USLCI Feather-Lite or ANTIGRAVITY ATX-30 battery as delivered by USLCI are also permitted for use. A new cradle insert **MUST** be purchased from LCA or USLCI if the lithium battery is chosen (shown below). All new cars from USLCI/LCA will come supplied with the new cradle. Approximate dimensions are 7 1/8” x 8” x 6 ½” (18cm x 20.3cm x 16.5cm) **OR** 16.5cm x 17.5cm x 12.5cm for the Lithiumax Race9+. Top or side post types may be used. Ensure the battery is adequately secured and use the correct cradle to match the battery type. Homemade cradles are **NOT** permitted.

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 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 or composite material bolts are not permitted.

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.



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. Willwood brake calipers are permitted as delivered by LCA. Brake callipers 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.

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.

Only Willwood, 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 Willwood brake system may be used and must carry the INEX logo. Only Willwood or Cobalt pads supplied by LCA may be used.

Brake Rotors:

Only stock steel rotors (**NOT** reduced in diameter) supplied by LCA are permitted on the front as delivered by LCA. The minimum thickness of a front brake rotor is 8mm. Brake rotors are not to be reduced in diameter or altered in any way.

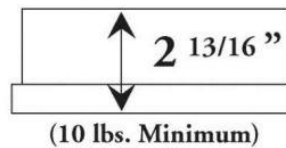
Brake Drums / Rear Brakes:

Only Stock steel drums (not drilled or lightened) are permitted on the rear. Only rear disc brakes supplied by LCA are permitted. The minimum weight of the brake drum is 10.0 lbs (4.53

kg). Removal of metal from the brake drum for lightening purposes or “offset” is not permitted. Only the “shoe face” may be machined.

Rear drum offset: 6”. Rear disc offset: 6.5”

Legends Brake Drum



Brake & Clutch Lines:

Rubber, hardline or steel-braided 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. Aftermarket remote reservoirs are permitted.

Brake Proportioning Valve:

Only one brake valve or residual valve or pressure valve will be permitted in a car using the rear drum brake system. Cars using the rear disc brake system are permitted to use an additional brake valve, residual valve or pressure valve to regulate brake pressure to the rear brakes. Complete elimination of the brake at any wheel is prohibited.

9. **BRAKE LIGHTS**

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

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.



10. 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.

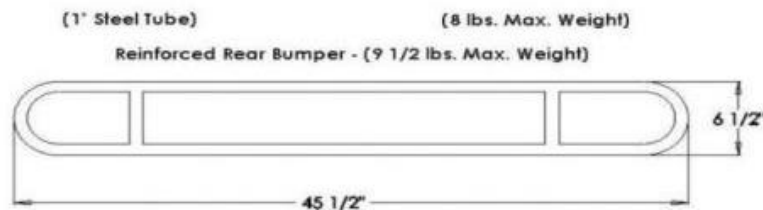
11. BUMPERS AND TOW HOOKS

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.

Legends Front & Rear Bumper



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 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 one (1) or both tabs on either bumper (front or rear) becomes dislodged / broken / separated / bolt(s) come loose from the chassis whilst on track and is hanging by one (1) or both straps, the competitor will be black flagged and they must enter the in-field work area for inspection and potentially re-attachment (to the satisfaction of the scrutineer/ in-field official / chief steward / race director) 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.

12. 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.

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**.

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.

13. CARBON FIBRE

Carbon Fibre component usage is **NOT** permitted.

14. 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 deflector shields, internal modifications not listed above, etc.) are not permitted.

15. 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 noted in the Logbook by LCA officials and 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 (see **Driver Divisional Structure** section in **Part Six** below).



16. CHROME PLATING AND POLISHING

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

17. 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.

18. 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. Resistors must remain in spark plug wire ends.

19. DOOR PLATES

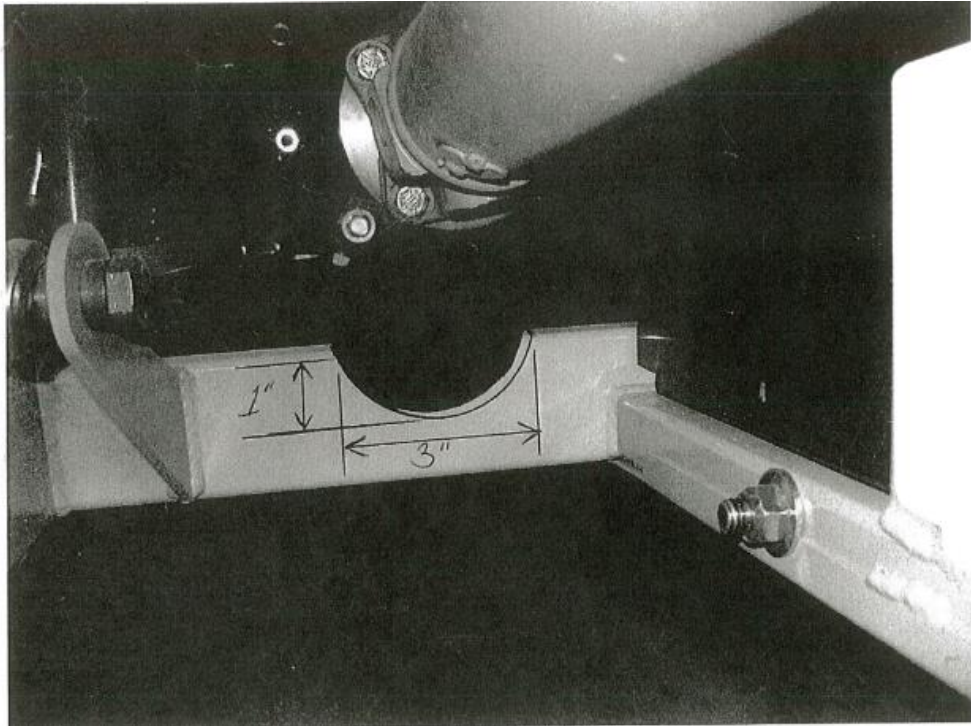
The use of a door plate on the Driver's side door is mandatory. Doorplates and strike plates must meet specifications of USLCI. The door plate is permitted to be added to the right-side door. A competitor may use a doorplate covering the entire door area on either side of the car (maximum of 1/8" thick).

20. DRIVESHAFT

All driveshafts **must** be purchased through USLCI / LCA, however they may be repaired provided they are within the exact same specifications as the original part. They may also be balanced if required. 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 (6.35 kg)) and configurations of 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/LCA in writing.

Driveshaft Cutout - A "cutout" is permitted in the crossmember under the rear universal joint of the driveshaft. This modification will be permitted only as described and pictured below. The "cutout" will be directly below the centreline of the driveshaft and will be no more than 3" wide and no more than 1" (deep) into the 1" x 2" square tubing. This "cutout" must be plated with .083" steel (minimum). This modification (fitment and welding) is subject to final approval of the technical inspector.



21. 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.

22. ENGINE COOLING

1200/1250: Additional fan(s), internal duct work, hood louvers, remote oil 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" (9.53 mm). The size of the area for louvers or holes in the hood may not exceed 54 square inches (9" x 6") (229mm x 152mm). 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.

FZ09 and MT09 engines must use components from LCA and remain within the Stock dimensions, location and configurations as delivered and supplied by LCA

23. ENGINE SERIAL NUMBERS

All engines must carry a serial number on the casing.

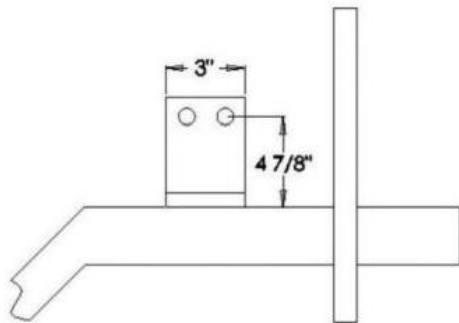
24. ENGINE LOCATION AND MOUNTS

Left and right-side engine mounts must remain within the Stock dimensions, steel thickness (no aluminium 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.

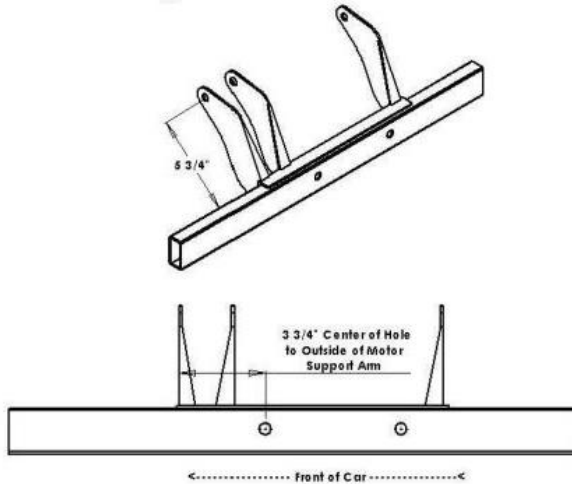
Mounts may not be welded directly to the frame.

Legends Right Side Motor Mount

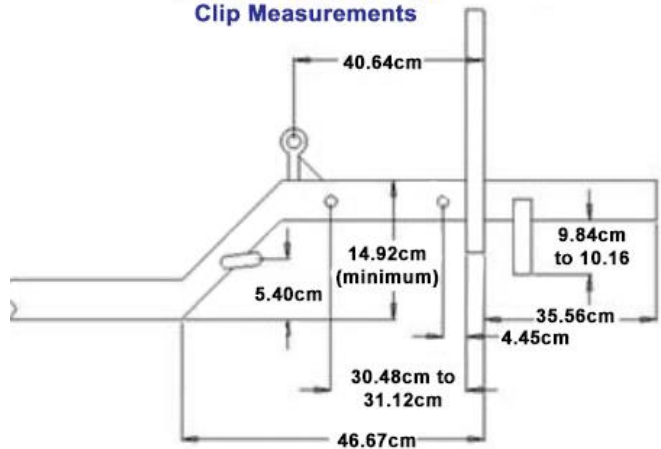


Aluminum mounts or extra holes are illegal.

Legends Left Side Motor Mount



LEFT SIDE MOTOR MOUNT Pick Up Points & Front Clip Measurements



25. ENGINES & SEALING

The only engines permitted are Yamaha engines. All engine numbers must be on the casing.

ALL FZ/MT engines **MUST** be supplied through LCA **ONLY** and cannot be purchased externally or privately. **NO** motorbike engines will be permitted and **NO** engines purchased externally will be permitted. Drivers in breach will face immediate disqualification and suspension.

FZ09 (as approved by LCA)

MT09 (as approved by LCA)

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 by an authorised LCA technician. 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 \$150 to the owner. All engines are to be brought to the applicable engine sealer for the state for testing and resealing – contact admin@legendcarsaustralia.com.au for authorised engine sealers for your area.

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.

FZ09 and MT09 **MUST** be supplied by LCA **ONLY**. Engine and gearbox must remain stock as supplied by LCA.

26. EXHAUST SYSTEM

The headers, muffler and gaskets must remain within the Stock dimensions, steel thickness, location, and configurations as supplied by LCA and stamped by INEX or LCA. Extra tabs, safety wire, sprints or chains, etc associated with the retention of the muffler are permitted for safety reasons. Mufflers may not be welded to the pipes. The internal components of the header and muffler may not be altered in any way, with the exception of re-packing the muffler.

Header wrapping (tape) is permitted.

Stock, INEX approved LCA Borla and S&S exhaust systems are mandatory for use with Yamaha 1200/1250.

The ProFab long exhaust system and quiet muffler as supplied by LCA is **MANDATORY** for use with Yamaha FZ09/MT09.

The muffler must have restraints fitted to prevent the muffler becoming dislodged during the racing. See **51. MUFFLERS**

27. FENDER MOUNTING

Stock fender mounts must remain and may not be altered. No additional fender supports or mounts are permitted. All '37 Ford style 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 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 rule **39. General Appearance of the Car.**

28. 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 grill, 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 the point on either rear fender above top dead centre of the tire. No holes or other trimming is permitted in the rear fenders or body shell.

29. 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 LCA Official.

30. FIREWALL

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

31. 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 secured on the frame. No weight reduction of the frame (including roll cage) is permitted. Only frames produced by USLCI and stamped by INEX or LCA may be used.

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.

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.

Any damaged chassis must be inspected by the approved LCA head scrutineer; photos and evidence of the damage must be sent to USLCI for approval for the chassis to be repaired. If repaired, it must be by authorised by a qualified company that can state the repair is up to or better than manufacturer specifications and/or standards. Potential repairers must provide qualification details to LCA for insurance purposes prior to repairs being conducted. A letter must be provided by the repairer confirming the works done and photos will be sent to and discussed between LCA and USLCI to confirm repairs are adequate.

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.

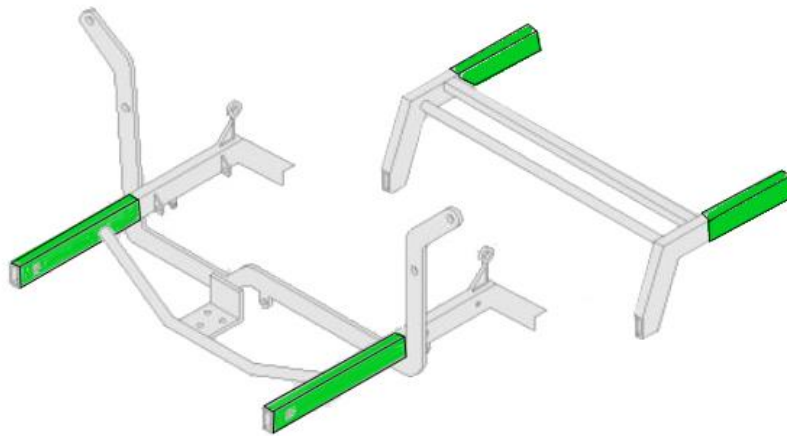
VIN Plates – All cars & frames running as Legend Cars must be manufactured and produced by USLCI. All cars must carry the VIN assigned to that frame. This plate shall not be tampered with in any way.

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.

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.

Front and Rear Clip repair zones.

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



Frame Replacement - If the chassis should become severely damaged, replacement frames must be purchased 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 must be purchased through LCA. The driver's compartment of the frame (roll bars, cross braces, etc.) may not be repaired or replaced if damaged (see *Frame Replacement* above). The INEX Technical Inspector reserves the right to disallow a repaired car from Competition that is not properly repaired.

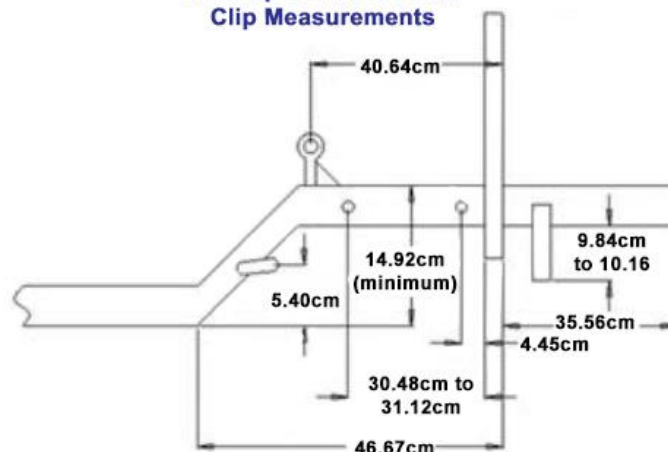
Front and rear clips may be replaced with approved front and rear clips supplied and stamped by INEX or LCA. Repairs to front and rear clips are permitted as per the image below.

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 roll cage/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.

**LEFT SIDE MOTOR MOUNT
Pick Up Points & Front
Clip Measurements**



32. 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**.

NO fuel is to be cooled, chilled or tampered with in any way prior to being used in a racing environment.

LCA reserves the right to specify and/or supply at cost a designated fuel for specific events. LCA reserves the right to test a drivers fuel at any sanctioned event and at any time.

33. FUEL CELL

All fuel cells are to be as supplied by LCA, be stamped by INEX or LCA and must remain Stock and in the stock location. Metal fuel cells must be bolted through bolt holes in steel can.

Foam is **MANDATORY** in all fuel cells. Cars are not permitted on the track without foam in the fuel cell.

Red plastic fuel cells with the cap diameter of 5 5/8" (14.2cm) or larger are **NOT** permitted.

Fuel Cap – Check the cap on your fuel cell for tightness before going on the track. The fuel cap should fit snugly into the cell. **The car number must be clearly marked on the fuel cap.**

Fuel Cooling Devices - Fuel cooling devices of any kind are **NOT** permitted on the car at any time.

34. FUEL FILTERS

Aftermarket fuel filters may be used. Plastic fuel filters are allowed.

NO glass filters are permitted.

The fuel filter is not permitted in the engine compartment and must be located in Stock location behind the driver's seat firewall.

35. 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.

36. FUEL PUMP

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

37. FUEL VALVES AND REGULATORS

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

38. 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, oil pressure and a voltmeter gauge.

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

The **ONLY** digital dashes permitted are the AIM MXN dash or the MT09 dash as supplied by LCA.

Data may be collected and logged from the AIM MXM units **ONLY**, including using the camera feature.

Tachos are permitted.

Gear shift indicators are permitted.

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

Direct reading oil temperature and pressure gauges must use steel braided lines.

All switches must be clearly identified and marked accordingly.

If a car is found with a gauge, gauges or dash that violates these rules at any time, the gauge(s)/dash will be confiscated, and the car will be disqualified from the event(s) it was used in. If the gauge/dash is found during practice, the gauge/dash will be confiscated.

39. 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 configurations and **MUST** be supplied by LCA and stamped by INEX or LCA. "Tumbling", polishing, sanding, etc. of the ring and pinion gears is not permitted.

40. 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 and to the satisfaction of the presiding technical officer/scrutineer before returning to Competition.

LCA reserves the right to deny access of a car into competition if in the opinion of LCA or their representatives, that car is does not meet the minimum acceptable standards as mentioned above, is deemed too damaged or untidy, or the car has inappropriate sponsorship, advertisement, paint scheme and/or lettering on a car not in "good taste," or in the spirit of keeping this a family sport.

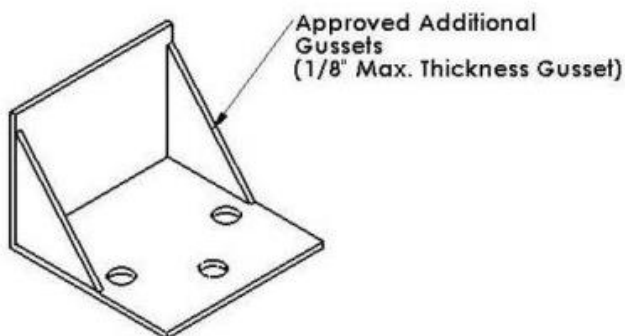
41. GRILL

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. The radiator can be "taped off". The grill cannot be "taped off".

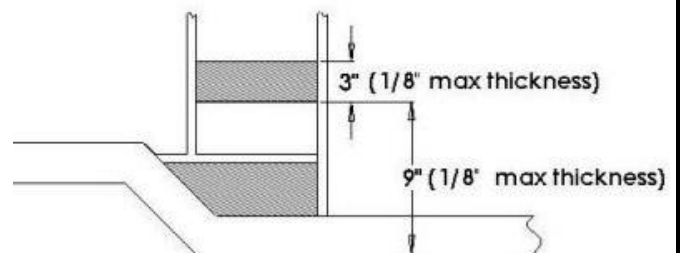
42. GUSSETS

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

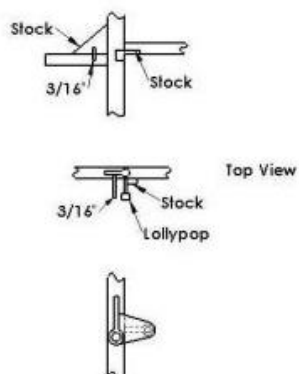
Steering Rack Plate



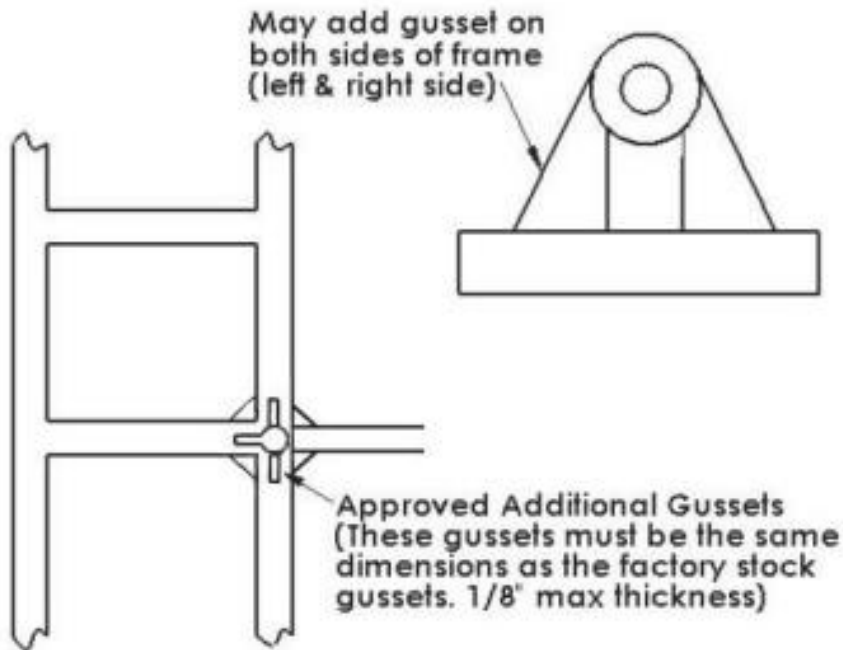
Front Clip Support



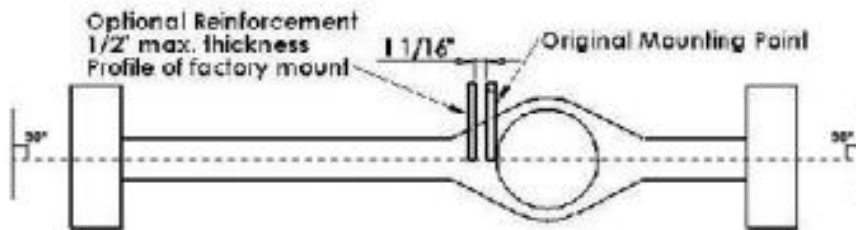
Upper Link Double Shear Mount (Chassis Side)



Upper Link & Rear Trailing Arm Pickup Points



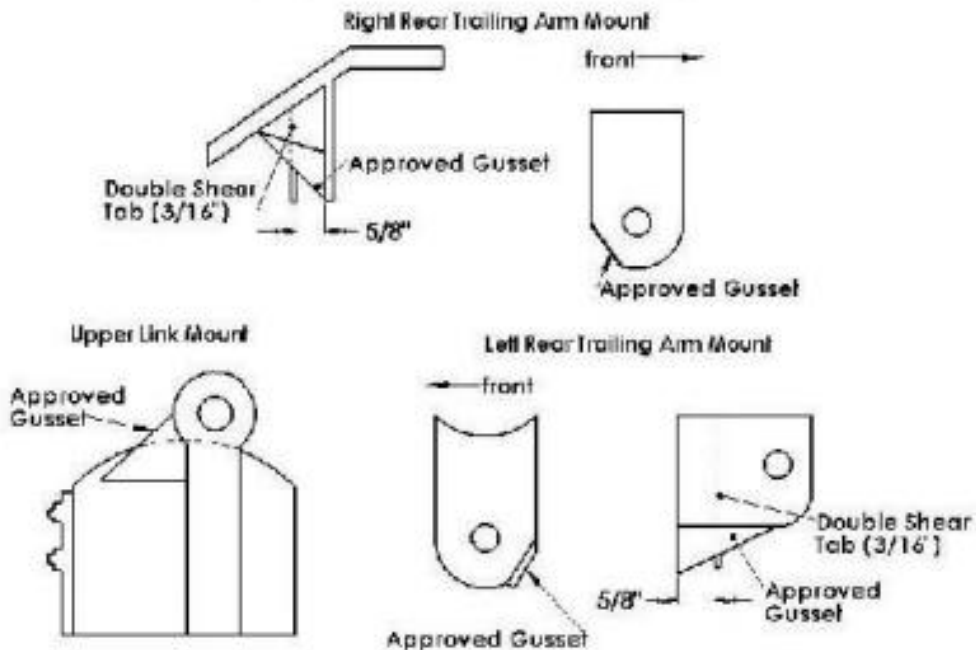
Rear End Housing Upper Link & Rear Trailing Arm Pickup Point



(This reinforcement will secure the opposite side of the rear end of the upper link)

Back View of Housing

Approved Rear Gussets (Max. 3/16" thick)



43. 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).

44. HOOD

Hood louvers are permitted a maximum 3/8" (9.53 mm) in height. Louvers or holes in the hood may not exceed 54 Square inches (9" x 6") (229 mm x 152 mm). 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 1934 Chevy and Ford hoods is 26" (660 mm) (measured down the middle). The minimum length permitted for 1937 Chevy and Ford hoods is 32" (813 mm) (measured down the middle). When using the FZ09/MT09 engine, the air filter may stick through the hood.

45. IGNITION SYSTEM

The complete ignition/engine control system must be the original OEM parts for the approved Yamaha motors. In-line fuses are permitted, but **NO** fuse blocks. Ignition pick up coil wires must run directly to the ignition box and may not be taped, or tie wrapped to other wires or fuel lines. 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 that was the OEM supplied unit (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/MT09 must use the ignition control box (ECU) designed for use with that engine as supplied by LCA.

Swapping of the Ignition Control box – INEX/LCA reserves the right to substitute an 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. Failure to comply will lead to expulsion from that event and possible fines and/or suspension.

Blue box ignition boxes or any other type of device that allows ignition timing to be altered are **NOT** permitted.

Coil, Coil Wires and Spark Plug boots - These components must be the Stock OEM supplied 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 LCA and stamped by INEX or LCA. The FZ09/MT09 components must remain stock. 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. Resistors must remain in spark plug wire ends.

Coil Mount - The stock coil mount must not be altered in any way and may only be replaced with an LCA approved coil mount.

Ignition Rotors - The ignition rotor must be the Stock OEM supplied part, or the rotor delivered with the "INEX approved" red ignition control box. The FZ09/MT09 rotor must remain Stock. 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 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/MT09 ignition plate must remain Stock.

46. 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.

47. KILL SWITCHES

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

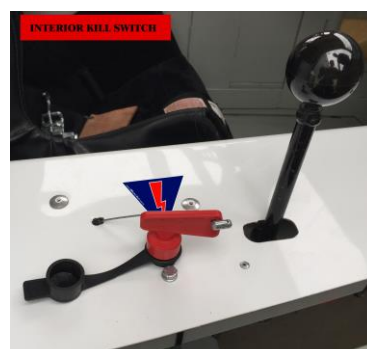
1200/1250 - RRS FIA Battery Master Cut-Out Switch

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.

STANDARD



HEAVY DUTY



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.

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.



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.

48. LOWER CONTROL ARMS

The lower control arms must remain Stock, within the Stock dimensions as supplied by LCA (12.5" x 16.25"), steel thickness, location and configurations and must be stamped by INEX or LCA. Each measurement will have a tolerance of +/-1/8" (0.125") (3 mm).

49. 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.



All registered Legend Cars are to display TFH stickers (provided at Registration) on both front guards where they can be seen front on as well as the rear of the car anywhere from directly above the rear window to the bottom of the body, provided it is clearly visible when facing the rear of the car as per the images 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 acceptable.



LCA reserves the right to insist cars display a sponsor, association or incorporation logo at selected events at any location on the cars. 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.

50. MIRRORS

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

51. MUFFLERS

INEX-approved USLCI Stock S&S, or Borla mufflers are to be supplied by LCA and stamped by INEX or LCA and are **MANDATORY** for use with the Yamaha 1200 + 1250. The ProFab long exhaust system and quiet muffler as supplied by LCA is **MANDATORY** for use with Yamaha FZ09/MT09.

The muffler must remain Stock and may not be modified in any way (turning top away from car is permitted) except to add extra external tabs or mounts to assist in retention of the muffler. Mufflers may not be welded to the pipes. The internal components of the header and muffler may not be altered in any way, with the exception of re-packing the muffler.

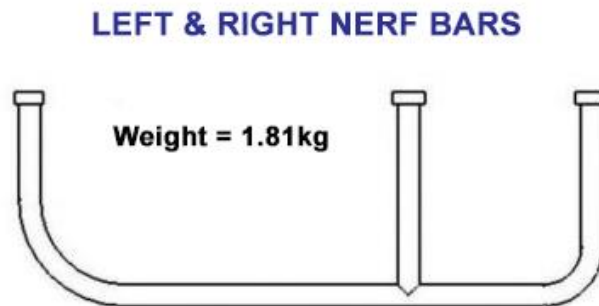
Exhaust must be mounted and fixed to the factory mounts (pushed tight together).

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.

52. NERF BARS

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



53. 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.

54. 1200/1250 OIL COOLERS AND LINES

Only "Air" Oil coolers permitted (no dry ice or other type systems permitted). Oil coolers must be cooled by the flow of air only. All oil cooling systems (including lines) must be mounted in the engine compartment, forward of the front fire wall. Oil coolers **MUST NOT** be mounted below the bottom of the front bumper. More than one oil cooler is permitted. Oil cooler fans are permitted on oil coolers. Push-lock oil line fittings are permitted. Aftermarket 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%.

Oil Cooler/Radiator Scoops - Oil cooler/Radiator air scoops (with a maximum wall thickness of 1/8" (3.2 mm) 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%.

Oil Crankcase Breather – The only locations that the Yamaha 1200 + 1250 crankcase may have a breather are under the carburetors at the Stock outlet or in the oil fill cap. The FZ09/MT09 crankcase breather must remain in its Stock location. The crankcase breather may not be evacuated through the exhaust pipe (header). There may not be additional breather holes for the crankcase. Breathers and hoses must remain within the engine compartment. Baffles used in the hoses are permitted.

55. OIL FILTER - REMOTE

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/MT09 engine.

56. PICKUP POINTS AND SPACERS

Absolutely **NO** modifications of the frame pickup points, rear end pickup points or spindle points are permitted. A maximum $\frac{3}{4}$ " (1.9cm) wide spacer may be used on all $\frac{1}{2}$ " (1.3cm) suspension bolts.

57. RACK AND PINION STEERING

Only the rack and pinion steering box as supplied by LCA and stamped by INEX or LCA is permitted. **NO** other steering box is permitted.

The rack and pinion mounting plate measures 3 $\frac{7}{8}$ " to 4" from the bottom of the frame rail to the top of the mounting plate. A 4"x 4" x $\frac{1}{8}$ " plate will be allowed to be bolted (not welded) under the steering rack mounting plate. This will be a 4"x 4" x $\frac{1}{8}$ " plate with three holes using the steering rack studs to secure it. A $\frac{1}{4}$ " thick steering rack plate is permitted (as delivered by LCA).

58. RADIOS

Two-way radios (UHF receiving device capable of monitoring Race Director audio as a priority communication over any two-way communication from the Race team only) are permitted but not required. All frequency transmissions must be UHF analogue only. Encryption or scrambling of the signal is not allowed. Frequencies must be made available to INEX or LCA upon request. The only two types of communication that are allowed is a Raceceiver (that is controlled by the Race Director) and/or the UHF radio system as described above. Cell phones or any other source of communication that connects the Driver to any outside source is **NOT** permitted. (E.I.R.I.). **Two-way radio may be prohibited by some tracks, promoters or series.**

59. RADIUS RODS AND PANHARD BAR

The aluminium Radius Rods and Panhard bar must remain within the Stock dimensions (Radius Rods 6"-6.5", 11.0" or 12.0" in length / Panhard bar 23.5" in length), thickness, location, and configurations, as supplied by LCA and stamped by INEX or LCA. Each length measurement will have a tolerance of up to 20 mm / 0.78" / 13/16". 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.

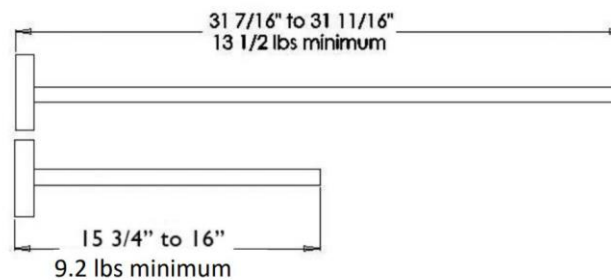
Radius Rods and Panhard bars **MUST NOT** be reinforced in any way.

Steel Radius Rods or Panhard bars are **NOT** permitted.

60. REAR AXLES

The long and short rear axles must remain Stock, within the Stock dimensions, steel thickness, location and configurations and may not be reinforced. The only axles permitted are the type that are supplied by LCA 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.

AXLES



61. REAR ENDS

Only 10 bolt pattern/wide flange ($\frac{5}{8}''$) Toyota, locked steel rear ends are permitted.

All rear end components, including the housing, pickup points and diff centre must meet and remain within the specifications of the Stock component as supplied by LCA. Strengthening of upper rear diff mount is acceptable with materials remaining OEM. If repairs are required on any rear end piece, it must be shown to an LCA authorised scrutineer prior to repair work with photos taken, and again after repairs at the next race meeting for inspection. Any repair is to be approved and recorded in the Logbook by LCA before next race meeting. The rear end must be locked (all spider gears welded or steel spool of a minimum 6.0 lbs/2.72kg) as supplied by LCA and stamped by INEX or LCA.

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

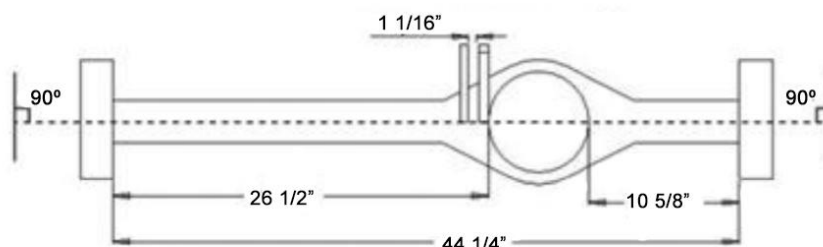
NO "tumbling", polishing, sanding, etc. of the ring and pinion or any internal parts of the rear end is permitted. Coatings/finishes must remain stock (as delivered by LCA).

Only OEM bearings are permitted.

NO hemispheric, ceramic coated or similar type bearings are permitted.

NO spacers are permitted between the backing plate and bearings. Axle tube material must be 3" O.D and 0.120" wall thickness. "Double shear" rear end housing is available through LCA and may be used. Axle bearing flanges are square to the centre line of the rear end housing.

REAR END HOUSING



62. RIDE HEIGHT

A car must maintain 3 ½ inches (89mm) (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/Scrutineer at that time.

63. RUNNING BOARDS

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

NO reinforcement is permitted.

64. SHEET METAL

The minimum thickness of the steel sheet metal is .036” (0.9 mm). 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 (0.272 kg) and cover both dash bars. Plastic or Lexan dash is permitted. A carbon fibre dash is **NOT** permitted. If extended switches are needed (for smaller drivers), they will need to be located on the driveshaft tunnel (by the shifter).

65. SHIFTER, LINKAGE & KNOB

Shifter linkage must be Stock. Maximum height of the shifter handle is 300mm 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 300mm height requirement above. Gear knob choice may not be offensive in any manner.

66. SHOCK ABSORBERS

Legend Cars must use the INEX or LCA stamped Bilstein shocks or LCA approved AFCO Legends shocks with a compression/rebound rate of 4/5 valve **ONLY** (with the AFCO / INEX tamper evident sticker sealing the cap) as supplied by LCA. Shock numbers must be made visible at the request of an INEX or LCA Technical Inspector. Bilstein and AFCO shocks **ARE PERMITTED** to be mixed e.g. you can run 3 Bilstein shocks and 1 AFCO shock on the same car.

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 ¼” (6.35mm) tall, “un-compressed”). Shock covers are permitted but must be removed if directed by Scrutineers.

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. Removal of the AFCO void sticker(s) will result in disqualification and/or suspension.

AFCO shocks are permitted to be rebuilt **ONLY** by the nominated INEX approved company:

AFCO Shock Doctor

102 Kensington Dr, Munruben, QLD 4125

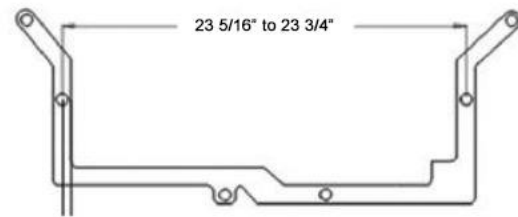
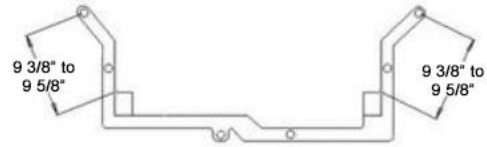
shockdoc@bigpond.net.au

(07) 3297 1284

0407 154 680

Warranty of AFCO shocks will only be available to customers who purchase shocks in Australia/from LCA.

SHOCK TOWER



67. SPINDLES

The Aluminium spindles (and the spindle pick-up points) must remain Stock, within the Stock dimensions, thickness, location, and configurations as supplied by LCA and stamped by INEX or LCA.

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

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

68. 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 permitted (stock springs are the same outside diameter from top to bottom). Barrel springs, progressive springs or any springs that are not stock design are **NOT** permitted. Only one spring per shock is permitted.

Spring rubbers are **NOT** permitted.

69. SPROCKET ADAPTORS

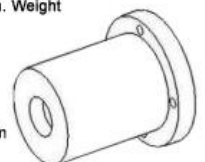
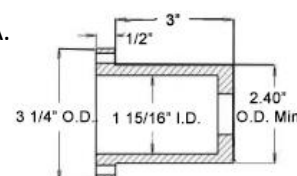
The sprocket adapters must remain Stock, within the Stock dimensions, steel thickness, location, and configuration as supplied by LCA and stamped by INEX or LCA. Set screws for the sprocket adapter nut are permitted. **NO** lightening or modifying the sprocket adapter in any manner is permitted.

1200/1250 engine = steel adapter as supplied by LCA (diagram below).

FZ09/MT09 engine = aluminium adapter as supplied by LCA.

SPROCKET ADAPTER

2 1/4 lbs Min. Weight



70. STEERING COLUMN

The steel steering shaft or steel steering column bracket may be modified for Driver comfort or safety by altering the length of the shaft or by altering the steering column bracket that connects to the dash bracket. 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. There can be no more than a 1/4" (6mm) gap between the clamp (collar) and the bushing. Modification of the driver's compartment roll cage is **NOT** permitted. Steering quickeners are **NOT** permitted.

Upgraded steering universals are permitted.

Steering Shaft -Tubing used for steering shafts must be Stock as supplied by LCA and may not be reinforced in any manner. Upgraded steering shaft joints are acceptable.

71. STEERING WHEELS

Larger or smaller steel or aluminium steering wheels are permitted. INEX/LCA approved quick release steering hubs are **mandatory**.

72. TRACTION CONTROL DEVICES

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

73. TYRES

The only tyres permitted for competition are the LEGENDS marked Nangkang 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.

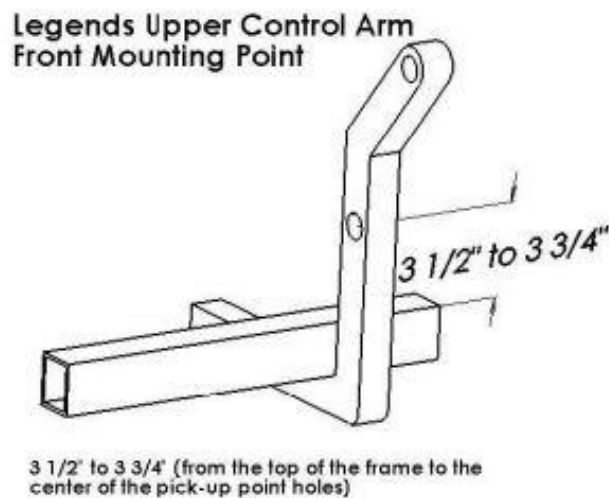
Heavy penalties will be imposed by LCA for any driver in breach of these rules relating to tyres. Tyres to be run stock. **NO** extra grooving allowed.

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

At the direction of LCA a different tyre may be used for testing purposes, but no points or prizes/prize money will be allocated to that car.

74. UPPER CONTROL ARMS

The upper control arms must remain Stock, within the Stock dimensions (4.25" +/-1/8" (3.18mm) in length), steel thickness, location, and configurations as supplied by LCA and stamped with INEX or LCA and may not be altered in any manner, as shown below.



75. 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 1234.5 lbs (560kg) 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, fluids, or intentionally removed components after an Event to meet minimum weight requirements.

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

Weight Reduction Measures – Lightening or modifying Stock components by shaving, milling, drilling or any other method is **NOT** permitted. Components must remain the same material unless specified in this rule book. Any component on a Legend Car that is used (other than

what is specified) as a weight saving method is **NOT** permitted and considered **ILLEGAL**. All non-stock aluminium, titanium, stainless steel, etc. components are considered **ILLEGAL** and will be confiscated.

NO weight reduction of the chassis or frame is permitted.

Weight may be adjusted throughout the year between the different engines.

76. 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.

77. 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 spacers are permitted.

All wheel weights must be secured with duct tape. Bleeder or relief valves are **NOT** permitted.

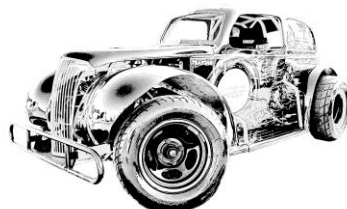
78. WIDTH

The total overall width of the car (front and rear) may not exceed 61 inches (154.94 cm) maximum 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.

79. 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 Asphalt Legend Car competition in Australia. LCA certified grills are identifiable by the certification stamp.



PART FOUR

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.

Competing with an engine that does not internally conform to the USLCI Engine Shop specifications will result in an immediate disqualification, engine confiscation, loss of all results and achievements (including state or national titles) from the entire duration of use of the engine and a period of 12 months of probation. Additionally, the Driver, and/or car owner are subject to further penalties including suspension.

FZ09 & MT09 ENGINE SPECIFICATION RULES

All new or used FZ09 and MT09 engines **MUST** be purchased from Legend Cars Australia. No motorbike or second-hand motorbike engines allowed in the FZ09 or MT09 models as specified in **25. Engines**

The FZ09 and MT09 are sealed engines. Tampering, removing, or altering the engine seals will result in an immediate disqualification, engine confiscation, loss of highest 5 Race (including state or national Title) finishing positions, and a period of 12 months of probation. Additionally, the Driver, and/or car owner are subject to further penalties.

All components of the FZ09 and MT09 engines must remain Stock, in Stock location and configuration. The FZ09 and MT09 engine must be installed exactly as the engine is installed at USLCI and include all factory Stock parts and pieces.

Any work carried out must be to standard specifications and within Stock dimensions, location and configuration as delivered new from LCA and use Stock Yamaha parts **ONLY** and **MUST** be carried out by an authorised LCA engine builder / mechanic. For authorised mechanic details, contact Tony Ward on 0419 564 595 or email admin@legendcarsaustralia.com.au. An itemised receipt with all parts and a detailed description of all works completed **MUST** be sent to Tony Ward.

1300, 1250 & 1219 ENGINE SPECIFICATION RULES

The only modifications allowed to the factory sealed XJ engines are:

- A. Changing carburetor jets
- B. All Stock carburetor adjusters may be used
- C. Adjusting the valve shims
- D. Installing an Aftermarket clutch and spring of original design (no aluminium clutch plates).
- E. Upper head oilers, heavy-duty valve springs, "pinned" camshafts and steel sleeves are permitted.

FJ & XJ 1200 ENGINE SPECIFICATION RULES

All engines must remain a factory-Stock Yamaha FJ1200/XJR1200 as delivered new. Only those changes as described in the rulebook are permitted to be made to the FJ1200 and XJR1200.

Any questions about the legality of a change / modification /addition not covered in this rulebook must be answered by LCA in writing and presented to the tech inspector upon request. If you have a

request for a change/ modification / addition, please contact LCA before making the change / modification / addition.

Engine Type: Air cooled 4-Stroke gasoline

Carburetor: Bs36 X 4 Mikuni

Displacement: 1,188 cm³ (maximum 1,203 cm³ permitted)

Bore: 77.0 mm (3.032 in.) with a maximum .022 in. overbore permitted.

Stroke: 63.8 mm (2.512 in.)

Compression Ratio: 9.7:1 (maximum 10.0:1 permitted)

Starting System: Electric Starter

Cam Shaft:

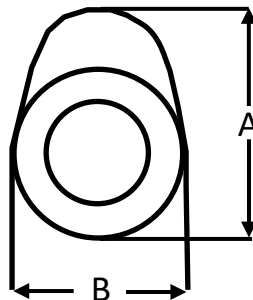
Intake "A" 35.95 to 36.05 mm (1.415 to 1.419 in.) Minimum limit 35.85 mm (1.411 in.)

Intake "B" 28.25 to 28.35 mm (1.106 to 1.116 in.) Minimum limit 28.15 mm (1.106 in.)

Exhaust "A" 35.95 to 36.05 mm (1.415 to 1.419 in.) Minimum limit 35.85 mm (1.411 in.)

Exhaust "B" 28.25 to 28.35 mm (1.106 to 1.116 in.) Minimum limit 28.15 mm (1.106 in.)

DIAGRAM OF CAM SHAFT LOBE



Cam Chain: Type/# of lobes 79RH2015 (Silent Chain)/156 links Adjustable method Automatic (Manual is permitted)

Valves

Head Diameter:

Intake: 28.9 to 29.1mm (1.138 to 1.146in.)

Exhaust: 24.9 to 25.1mm (0.980 to 0.988in.)

Stem Outer Diameters:

Intake: 5.475 to 5.490mm (0.2156 to 0.2161in.)

Minimum limit: 5.445 mm (0.2144 in.)

Exhaust: 5.460 to 5.475 mm (0.2150 to 0.2155in.)

Minimum limit: 5.430 mm (0.2138 in.)

Valve Guide Inside Diameters:

Intake: 5.500 to 5.512 mm (0.2165 to 0.2170in.)

Maximum limit: 5.550 mm (0.219 in.)

Exhaust: 5.500 to 5.512 mm (0.2165 to 0.2170in.)

Maximum limit: 5.550 mm (0.2190 in.)

Transmission

Type: Constant mesh, 5-speed

Gear Ratio:

1st -40/14 (2.857)

2nd -36/18 (2.000)

3rd -33/21 (1.571)

4th -31/24 (1.291)

5th -29/26 (1.115)

1200 CAMSHAFTS

Camshaft modifications are **NOT** permitted in XJR1250/XJR1300 engines.

Cam Shaft - The camshaft must remain Stock FJ1200/XJR1200 as delivered by Yamaha.

Cam Chain - The cam chain must remain Stock FJ1200/XJR1200 as delivered by Yamaha.

Cam Chain Adjuster - Aftermarket manual cam chain adjuster is permitted to be used.

Cam Timing – cam timing may be adjusted accordingly to meet the cranking compression requirements.

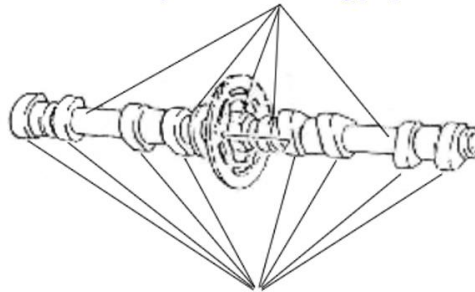
Stakeable link can be used.

Camshafts may be pinned.

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).**

ALL AIR-COOLED ENGINE TYPES - SPECIFICATION RULES

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.

The basket, primary drive gear, shims and springs must weigh a minimum of 5.5 lbs (2.49 kg).

CYLINDER HEADS

All engines must remain in unaltered "as cast" condition and retain casting marks on inlet and exhaust ports, except for machining the gasket surface (no angle milling allowed).

All engines are permitted to have valve seat inserts reworked or replaced with OEM or aftermarket seats of original dimensions.

The stock I.D. at the bottom 1/16" of the intake port is 0.990" and 0.830" for the exhaust port. **NO** porting or port alterations of the intake or the exhaust ports are permitted. "O-ringing" of the head gasket seal area, head or block is **NOT** permitted.

Combustion Chamber - Relief cuts for cc balancing must **NOT EXCEED** the bore size.

Repairing a Cylinder Head – Repair welding on heads is permitted but must remain stock configuration.

CRANK SHAFT

The crankshaft must remain Stock OEM to suit the Yamaha engine used. Modifying the throw balances or weight of the crank is **NOT** permitted. Polishing the crankshaft is **NOT** permitted.

Minimum crankshaft weight is 27 lbs (12.2 kg).

PISTONS & RINGS

1200:

The cylinder bore may not exceed 77.57 mm or 3.054" (maximum .022" overbore from Stock). Pistons may be oversize type up to 0.022" from Stock. Pistons must remain complete with **NO** alterations.

Cutting the dome on 1200 pistons **ONLY** is allowed in order to achieve 12.5:1 compression ratio.

1250:

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

1200/1250:

Cylinder Sleeves – Worn cylinder sleeves may be replaced with aftermarket sleeves.

Pistons – Only Yamaha or Wiseco type pistons are permitted. The ring lances and lower part (skirts) of the piston **may not** be altered from the original in any manner. Gas-porting the pistons are **NOT** permitted.

Rings – Yamaha, Wiseco or Aftermarket type rings are permitted. Rings are not to be altered in any manner.

CONRODS

The conrod must remain Stock OEM to suit the Yamaha engine used. Rod bolts may be changed to any aftermarket type. All dimensions must be Stock.

NO polishing of Conrods is permitted.

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

STROKE

The stroke must remain Stock.

ALL ENGINE TYPES - SPECIFICATION RULES

COMPRESSION RATIO

The compression ratio shall **NOT EXCEED**:

1200: 10.1 to 1 max.

1250: 10.1 to 1 max.

FZ09/MT09: as delivered from LCA.

If the compression ratio is greater than that listed above, it will result in an immediate disqualification and confiscation of all the following parts including: the head, the valves, the head gasket, etc. as well as the pistons, and cylinder casings (including base gasket).

Upon rebuilding, only the following are permitted: machining the piston domes and gasket surfaces of the cylinder head and/or cylinder casing.

CRANKING COMPRESSION

The cranking compression shall **NOT EXCEED**:

1200/1250: 185 psi max.

FZ09/MT09: 225 psi max.

The cranking compression must be at or below the relevant engines limit 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 ***FOR 1200 MOTORS ONLY*** to meet the requirements of this rule by slotting the cam sprocket gear or substituting with an aftermarket cam gear sprocket.

INEX and LCA highly recommends that you have your engine set at a minimum of 10 psi below the relevant engines maximum cranking compression instead of right on the line to allow for slight variations between gauges. There is no tolerance for engines over the maximum psi. The gauge used by the Technical Inspector/Scrutineer is the "official gauge."

PART FIVE

VALVES

Only Stock OEM valves to suit the Yamaha engine used are permitted.

The only alterations to valves are the angles on the valve seat, with a maximum back cut width of up to 0.200" from the edge of the valve is permitted. Only stock valve lifter and adjuster shims may be used.

Valve Guides - The valve guides must remain the same size, length, and location of the current Stock valve guides. The guides may not be altered in any manner. Brass aftermarket value guides of the same dimensions of Stock may be used.

Valve Springs – The valve springs may be replaced with aftermarket magnetic steel springs. Only Stock steel valve spring retainers and clips/keepers are permitted. No titanium or other lightweight alloys are permitted.

TRANSMISSION

The transmission and associated transmission gears must remain Stock Yamaha to suit the engine used in the Stock configuration. They may not be modified or lightened in any way. The only alterations permitted being the installation of shims to assist with proper gear engagement. Standard and aftermarket shims may be utilised.

OIL PANS, PUMPS AND OILING SYSTEMS

Oil Pan

The stock oil pan may **NOT** be altered, modified, or include any additions to alter the path of oil.

Oil Pump

The Stock oil pump may **NOT** be modified in any way, except for the installation of shims in the relief valve.

Oiling Systems

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 Jan to 31 Dec 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 owner's 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.

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 also applies to all safety equipment.

AUSTRALIAN INEX MEMBERSHIP

AUSTRALIAN INEX MEMBERSHIPS (Member and Associate):

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

All Competitors must have submitted an Australian INEX membership application to be permitted to compete in any LCA INEX Sanctioned Event. To receive points for competing, each Driver must have been issued and maintain a valid LCA INEX membership and LCA INEX member number. Without a membership a competitor will be denied participation in a LCA INEX Sanctioned Event, unless they receive prior approval from LCA Headquarters when registering for the Event.

Application forms for LCA INEX membership can be obtained by emailing: admin@legendcarsaustralia.com.au. LCA is solely responsible for approving and processing such memberships. Membership application and release forms must be fully signed by the applicant, and/or parent, or legal guardian (if applicable) and accompanied by the appropriate funds. The applicant will be considered a member of LCA upon the issuance of the LCA INEX Membership number. **LCA reserves the right to deny membership to any applicant for any reason in LCA's sole and absolute discretion. Applicants will be advised in writing by LCA if their application for LCA INEX membership has been denied.** Memberships are issued on an annual basis beginning July 1 and expiring June 30 unless otherwise noted.

ALL LCA INEX members and Associate Members are independent contractors and are neither agents, servants, nor employees of LCA or INEX. LCA INEX members assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums, and taxes, if any, due or

payable on funds or benefits LCA INEX members may receive because of their participation in LCA Sanctioned Event(s).

Membership requirements for individuals under 18 years of age:

If the applicant is under 18 years of age, a minor/ parent and/or guardian releases signed must be executed. A government issued birth certificate must also be submitted with the INEX membership application and all release forms.

A MINOR applicant (age 17 and under) must also have a parent(s) or guardian(s) as an INEX Associate Member. Any documentation provided that falsely represents name, age, date of birth, or birthplace, could result in immediate and indefinite suspension.

Any Driver under 18 years of age must receive approval to compete from the Track Promoter prior to the Event, to be eligible to compete at that Track. The Track Promoter's decision is FINAL. INEX has no authority in this matter, or any Track matters, regarding Driver's age.

Membership Violations:

Any INEX member(s) that loans or allows another individual(s) to attempt to obtain pit passes or other credentials for an Event(s) or other membership benefits by the use of membership number is subject to Penalty that may result in suspension of their membership. Any documentation provided that falsely represents name, age, date of birth, or birthplace, could result in immediate and indefinite suspension.

DRIVER DIVISIONAL STRUCTURES

- 1) PRO (Expert Class): Designed for experienced Drivers.** The Driver must have competed in some other form of professional motorsports or have competed in the Semi-Pro or Masters division to be eligible. This is the pinnacle class of Legend Cars racing and will be treated as such. Approval to compete in this class will be the decision of the LCA Director.
- 2) MASTERS: Drivers 40 years old and over.** If a Driver reaches 40 years of age during the current season, that Driver will have the option to advance to Masters on their birthday. This move is not automatic, and a written request is required from the Driver to the LCA Director.
- 3) SEMI-PRO: Drivers 16 years old and older (E.I.R.I.):** Designed for Drivers who are starting out in Legend Car racing. No prior experience is necessary.

Divisional (Class) Change:

Any Driver desiring to change division must first receive approval from the LCA Director in writing. Drivers requesting to move down in status must show proof that they are not properly classified. Points accumulated during the season will not be transferred if a driver changes their division during the season.

LCA reserves the right to place any Driver into a different division (up or down) at its own discretion at any time. Professional drivers entering Legend Car racing will be required to race in the pro division (E.I.R.I.). A Driver cannot change division once nominations are posted for the next race event or at the track the same day of a Race and cannot change points and/or classification prior to approval of the division change by the LCA Director.

INEX POINTS

1. INEX points will be accrued as per calendared rounds. Events added after the finalisation of calendars will be listed as non-points rounds, unless approved by LCA. Information on each calendared round can be found on the website in 'further information' for each individual event.
2. Only Drivers receive points, not the car or team owners.
3. All rescheduled races will be on off days when allowable (with LCA approval). Rescheduled Events for the following day will be allowed without prior INEX or LCA approval.
4. A Driver must compete in a feature race or semi-feature race (B-main) to receive points. There will be no points awarded if a Driver does not advance past the initial qualifying Events. (E.I.R.I.).
5. Points are non-transferrable between divisions. The Division you declare at the beginning of the season on your INEX membership application and approved by the LCA Director is where you will accumulate points. If a Driver changes divisions mid-season with the approval of the LCA Director, the Driver will begin a new point accumulation for that division and not be eligible for awards/honours earned in the former division.
6. All calendared races (features) count for INEX points including Titles.
7. Any INEX points accrued when a driver competes overseas will not be counted towards any Australian Championships.
8. Interpretation of the rules as they apply to issuing points shall be at the discretion of LCA
9. B-Feature Race
 - a. Transfer spots to A-Feature receive zero (0) points until finish in A-Feature.
 - b. Non-transfer spots from the B-main begin at fifty (50) points and reduce by one (1) point per position.
 - c. Technical Disqualifications in a feature Event will receive zero (0) points.

10. POINTS SCHEDULE

Points are awarded as follows:

Finish	Points	Finish	Points
1 st	100	15 th	68
2 nd	97	16 th	67
3 rd	94	17 th	66
4 th	91	18 th	65
5 th	88	19 th	64
6 th	86	20 th	63
7 th	84	21 st	62
8 th	82	22 nd	61
9 th	80	23 rd	60
10 th	78	24 th	59
11 th	76	25 th	58
12 th	74	26 th	57
13 th	72	27 th	56
14 th	70	28 th	55

11. It is prohibited that any INEX Member reserve a facility for private practice or testing on the site of any Championship (Titles) event one week prior to the event. Practice open to all INEX Members is acceptable. Any INEX Member that violates this policy will not be permitted to participate in the Championship (Title) event at that facility.

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.

ENTRIES

All entries are to be submitted through the appropriate tracks' website. 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, State Title or money (Blue Ribbon) events, a Driver must not be provisionally licenced and must have competed in a minimum of two regular championship rounds (not titles), or more **at the discretion of LCA**, in the current season or previous 12 months in Legend Cars Australia. The car being nominated to compete in the title **must** be registered prior to the nomination close date.

At the discretion of LCA, dispensation may 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.

All monies owed MUST be paid in full prior to nomination acceptance for the Australian Title

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 out new Series Sponsor, Simpson Toorace Australia. 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

Contact Darren Allan on 0450 188 887 or email gm@legendcarsaustralia.com.au 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. Tony Ward can be contacted on 0419 564 5953 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.



LEGEND CARS AUSTRALIA

2025 ASPHALT CALENDAR

- All Hi Tech Oil events are on Free to Air TV, SBS, Kayo and Fox Sports



- All MRA events can be viewed on Blendline TV
- Morgan Park Event will be live streamed

Date	Venue	Event	Series
February 28 - March 2	Winton Motor Raceway	National Championship Round	Hi Tec Oils
April 5 - April 6	One Raceway	National and NSW Championship Round	MRA
May 17 - 1 day event	Sydney Motor Sport Park	NSW Championship Round	MRA
May 30 - June 1	Sydney Motor Sport Park	National and NSW Championship Round	Hi Tec Oils
June 27 - June 29	Queensland Raceway	National Championship Round & QLD State Cup	Hi Tec Oils
July 11 - July 13	Morgan Park	Queensland State Cup	
August 16 - 1 day event	One Raceway	NSW Championship Round	MRA
September 26 - September 28	Mallala Motorsport Park	National Championship Round	Hi Tec
October 31 - November 2	Winton Motor Raceway	Australian Title & National Championship Round	Hi Tec

- National Championship
- National & NSW Championship
- NSW Championship
- Australian Titles and National Championship
- Queensland State Cup
- National Championship Round & QLD State Cup



Proud Sponsors



