



2011 SCOTTISH LEGENDS CARS CHAMPIONSHIP

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

THE SCOTTISH LEGENDS CARS CHAMPIONSHIP is organised and administered by the Scottish Motor Racing Club (SMRC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address detailed on the registration form.

MSA Championship Permit No: CH2011/R108 (Grade C).
MSA Championship Grade: **C**

Race Status: **National B**

1.2 Officials: *(See appendix for contact information)*

1.2.1	Co-ordinator:	Chris Edwards	SMRC
1.2.2	Licensed Eligibility Scrutineer:	Gordon Hay	SMRC
1.2.3	Deputy Eligibility Scrutineer:	Rob McKinna	SMRC
1.2.4	Championship Clerk of the Course:	TBA	SMRC

1.2.5.1 Championship Stewards: Walter Robertson, Sandy Denham, Douglas Lamb, Ken Laidlaw, Bernard Buss, David Swinton and Andrew Fenwick.

Any three of the above may reach a decision.

1.3 Competitor Eligibility:

1.3.1 Entrants where applicable must be in possession of a valid **2011** MSA Entrants Licence (GR D7.1.12).

1.3.2 Drivers must hold a valid 'racing membership' of the SMRC and be registered for the Championship and be in possession of valid a Competition (Racing) National B status licence (minimum). Current Membership Cards will be checked at signing-on. Or valid membership of one of the following **MSA registered** clubs **BARC, BRSCC, BRDC, Lothian C C, MGCC, 750MC, VSCC, 500 Motor Club of Ireland** and DDMC is acceptable, but these competitors pay a premium entry fee and must have a valid National B competition licence, and register for the Championship by entering the races / championship rounds and paying the correct fee.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 Registration:

1.4.1 **Registration is automatic** but strictly under the control of the SMRC. All Drivers must **only** register as competitors for the championship, if they are competing as a Newcomer (Rookie) or as part of a team (see 1.4.5), by returning the **Scottish Legends Cars Championship 2011 Registration Form in these regulations to SMRC** prior to the Final Closing date for the first round being entered.

NOTE: to be eligible for Championship points and awards drivers must have entered the championship round and paid the fee, they are then automatically registered with SMRC in advance of their first race. All drivers registering for the championship do so on the proviso they undertake not to bring the **Scottish Legends Cars Championship 2011** into disrepute and if, by doing so, they may forfeit the right to any championship points accrued and the right to compete in future rounds maybe taken away upon decision by the Championship Stewards.

1.4.2 Registration is free.

1.4.3 Registrations will be accepted from 1st January 2011 until further notice.

1.4.4 Registration numbers will be the permanent Competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the SMRC Competition Secretary.
Guest Drivers will start in the appropriate place on the grid and will not be awarded points.

1.4.5 CHAMPIONSHIP CATEGORIES:

This Championship has two registration categories, 'Individual' and 'Team'.

By entering the Championship drivers are automatically Registered as an 'Individual' competitor, the driver will be issued with a race number which they must display upon whichever car they are driving irrespective of whether the car is self-owned, hired or borrowed.

Drivers electing to compete as a 'Team' must each register as per the conditions in 1.4.1 making it clear that it is a team registration. Racing as a team means that two or more drivers **must** share one car and it will be the 'car' that carries the race number.

All points awarded and penalties will be awarded to that 'car' and shared, in effect, by all the drivers within the team. Any driver within the team who is classified as a **Newcomer or 'Rookie'** shall be subject to the provisions of novice stature (1.4.6) and shall be eligible for Driver Class awards. Teams will only be allowed to enter one driver in each round.

NB: A driver must compete as either 'Individual' or as a 'Team' member. Driver cannot do both at the same time. They may switch from one category to the other at any point providing that notification of the change has been given to the **Championship Co-ordinator or SMRC Competition Secretary, in writing, at least 14 days** before it takes effect. Points gained as an 'individual' cannot be transferred to a 'team' or vice versa.

Any guest driver sanctioned by SMRC to compete in any event would need to hold the appropriate race licence (1.3.2). These drivers would not need to be registered for the championship as points will not be awarded.

1.4.6 DRIVER CLASSES:

All drivers entering their first race having never previously raced a LEGENDS CAR competitively shall be classified as a 'Rookie' for that season and must start at the back of the grid for the first six (6) races.

Rookies must also indicate their Rookie (Newcomer) status on the Registration form in these regulations.

1.5 CHAMPIONSHIP ROUNDS:

The 2011 SCOTTISH LEGENDS CARS CHAMPIONSHIP will be contested over 10 Rounds and all count, as follows:

Round:	Date:	Circuit	Organising Club
1	10 April	Knockhill	SMRC
2 & 3	30 April / 1 May	Knockhill	SMRC
4 & 5	June 4/5	Cadwell Park	BRSCC
6	2 / 3 July	Knockhill	SMRC
7	14 August	Knockhill	SMRC
8	10 September (Sat)	Knockhill	SMRC
9	24/25 September	Croft	BARC
10	9 October	Knockhill	SMRC

1.5.1 In accordance with MSA regulation D11.1.3 the organisers reserve the right to amend the published list of dates and rounds, in which case all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results per race as follows:-

1 st	200 points	10 th	100
2 nd	185	11 th	90
3 rd	170	12 th	80
4 th	160	13 th	70
5 th	150	14 th	60

6 th	140	15 th	50
7 th	130	16 th	40
8 th	120	17 th	30
9 th	110	18 th	20

All other classified finishers will receive 10 points and all other starters who are non-finishers 5 points, unless they were excluded.

- 1.6.2 All rounds will count to determine Championship placings. Three races make up each championship round. The three races will consist of 2 heats (6 or 8 laps at Knockhill) and a final (8 or 10 laps at Knockhill). Race distances at other circuits will be on the entry form and confirmed by the Competition Secretary and in the SRs. Grid positions in heat 1 will be determined by ballot drawn by one of the following; Competition Secretary, Co-ordinator or a nominee. Heat 2 the grid is reversed. The final has the lowest scoring cars of races 1 and 2 on pole and the highest at the back of the grid, ahead of any rookies and gentlemen/lady drivers electing to start by choice in the rear of the grid.

Drivers electing to start in the final 1/3 rd of the grid must notify the SMRC Competition Secretary of their decision prior to that meeting commencing. By doing so they will start after the main Championship drivers and ahead of any Rookie drivers (who have raced in less than 6 Legends Cars races) unless they are also a Rookie, when they will start in their allocated grid slot.

- 1.6.3 Championship points and awards will be scored as per 1.6.1 above. In the event of a tie at any Championship Event, Championship points will be divided equally between the tied places; however, a tie break system, outlined below, will be employed on the day to determine the trophy positions of competitors who tie within the top three positions. This will be as follows:-

The system, in the first place, will be based on the number of cars that each competitor has overtaken in both races. The drivers classified finish position will be subtracted from their balloted grid position to give a figure for their 'improvement' in each race. (i.e. if a competitor started 11th on the grid and finished 3rd their 'improvement' would be 11 – 3 = 8). The competitor with the highest 'improvement' factor across both races, when added together, would be the winner of the tie break for trophy purposes only.

If the situation is still tied after his calculation then, for the second tie break, the competitor with the highest finishing position in their first race would win the trophy for the tied position. If the position is still tied then the highest position in the second race would be the determining factor.

If the position is still tied, then the highest position in the race that the competitors raced together will be the final determining factor.

NB: The system outlined above is solely for determining the trophy positions on the day and does not affect the award of overall Championship points for that day.

1.7 AWARDS:

- 1.7.1 All awards are to be provided by SMRC.

- 1.7.2 Per Round: Trophy to Winner, Trophy to 2nd and 3rd.
Driver of the Day.
Gentleman / Lady Driver of the day (drivers electing to start from the back 1/3rd of the grid during a championship round).
(Driver of the Day to be judged by the Co-ordinator or his nominee)

- 1.7.3 Championship: Trophy to 1st, 2nd and 3rd.
Newcomer / Rookie Award (Driver in their first season of Legends Cars racing).
Team Championship (provided there are at least 3 team entries).
An additional trophy for the highest Rookie finisher in the first round (providing that there were at least two drivers competing).

All drivers who win championship awards are expected to attend the annual SMRC awards ceremony at end of the season (date to be announced). Any driver failing to attend may not be eligible to receive any prizes which may have otherwise have been presented at this function. Such prizes may be withheld and not be represented to any other driver.

- 1.7.4 Bonuses:- The Organisers / Sponsors / Promoters reserve the right to provide additional awards for and during the Championship.

1.7.5 Presentations:

Awards and/or Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Drivers must attend any presentation for which the organisers have given reasonable notice. The dress code must be drivers racing suits. All drivers taking part in podium presentations must be wearing racing suits.

1.7.6 Entertainment Tax Liability:

In accordance with current government legislation, the SMRC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the **SMRC** is required to deduct tax at the relevant rate - from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the **HM Revenue and Customs** to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact The **HM Revenue and Customs**, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB Tel 0151 472 6488 Fax 0151 472 6483.

1.7.7 **TITLE TO ALL TROPHIES:**

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to SMRC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS: In accordance with Section C of the **2011** MSA Yearbook and these Regulations.

2.2 CHAMPIONSHIP: In accordance with Section C of the **2011** MSA Yearbook and these Regulations.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES:

3.1 ENTRIES:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates, which shall be 12 days before each round at **SMRC Knockhill meetings and as specified on the entry form for races held at other circuits or organised by other clubs.**

3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting **BEFORE** signing-on.

3.1.4 The Maximum Entry Fee for each round shall be: As detailed in the Supplementary Regulations for each event. At Knockhill for SMRC racing members at a standard SMRC meeting **£230.00** for a round of 3 races and **£120** for the additional 3 races at a double header. Non SMRC members **£250.00** per single round (premium rate) and **£130** for 3 additional races in a double header. TV levy included in fee. The Competition Secretary may amend these fees. It is anticipated the entry fees for rounds run by other clubs may differ from standard SMRC fees, and will be confirmed in the supplementary regulations.

3.1.5 Entries will be accepted on a first come first served basis up to the maximum number permitted to race on the MSA Track Licence for the event in question. NO reserves will be accepted.

3.2 BRIEFINGS:

There may be a compulsory Drivers Briefing at each event. Times and location will be in the Final Instructions for the meeting. Competitors must attend all briefings.

3.3 PRACTICE:

- 3.3.1 The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of the circuit lengths.
- 3.3.2 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 Should the need arise to stop practice, RED LIGHTS will be switched on at the Start Line and at all Signalling Points around the circuit in conjunction with Red Flags. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, which will automatically become a Parc Fermé. Contravention of this regulation will mean that any such cars will not be permitted to take the restart of the sessions.

3.4 QUALIFICATION:

Each driver must complete a minimum of 3 laps practice in the car to be raced, and in the correct session in order to assume his or her balloted grid position. Where a driver fails to qualify in the correct session, he or she will need to satisfy the Clerk of the Course that the requirements of Q4.5 are met and will start from the back of the grid for the race in whichever race their balloted grid position is nearest to the front. Should the Clerk of the Course and /or the Stewards of the Meeting deem that this subsequently creates a gap or gaps on the grid that may compromise the safety of the race start, he/she/they may order that all cars assume their balloted grid position by reason of force majeure.

In such cases, this decision would apply for all races within a Championship round.

The Clerk of the Course and/or the Stewards of the Meeting shall have the right to exclude any driver whose driving is considered to be unsatisfactory – as per MSA Regulation Q4.5.3 – or may instruct the driver to start at the rear of the grid for the first race. The situation may be reviewed in respect of the start position of the second race. If the competitor has incurred an infringement in familiarisation or practice, or their pace was not of the required standard, the Clerk of the Course and/or Stewards of the meeting may instruct the driver to start at the rear of the grid for all races.

- 3.4.1 Practice times set will not count towards the starting grid position. These will be determined by a blind draw prior to the first race. Competitors will be notified of their grid standing by means of a bulletin posted on the official notice board.
- 3.4.2 Registered competitors are not permitted to practice in a Legends Car at any specific circuit hosting a round of the Championship for a period of 28 days prior to the date of the Championship Round, except for an official practice or PR sessions organised by **SMRC/ Knockhill or BRSCC / Cadwell Park circuit or BARC/ Croft circuit**. The exception is where the circuit is being used in a different configuration or a different direction to that on the race, or for a corporate/promotional/ race school event.
- 3.4.3 Any competitor who, at the discretion of the stewards, places the sport/formula/event into disrepute via the Media/Press/television or the public address system may be subject to the penalty listed in 3.4.4.
- 3.4.4 Any competitor that disregards 3.4.2 – 3.4.3 may be subject to a fine **of up to £500.00** and will be deducted a maximum total of points for two rounds of the championship, also being demoted to start at the back of the grid in both races for the following two meetings he/she competes in, **and entry may be refused to the next round of the Championship.**
- 3.4.5 The grid for the Qualification Races will be determined by ballot. The grid for the final races will be determined from the aggregate result (points scored) of the qualification races, with the lowest points at the front and the highest at the back of the grid. Where this process results in tied scores the grid position will be resolved by reference to the fastest lap set in the Qualification Races.
Note: In every race the 'Novice Class' will form up behind the last driver except where that driver is at the back of the grid as a penalty
- 3.4.6 In the event that the number of qualified competitors exceeds the number of starters specified by the track licence in question, a pre-final race will be held, where no qualifying points score will be allocated. The grid for

this pre-final will be the lowest 50% (rounded down) of the points scorers from the Qualification Races. The upper 50% (rounded up) will automatically go through to the final. The remaining vacant grid places in the final will be filled by the highest classified finishers from the pre-final.

3.5 RACES:

- 3.5.1 The standard minimum scheduled distance shall be no less than 5 laps (specified as a number of whole laps) but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as full points scoring round. Each round of the Championship run at a Knockhill meeting should consist of 3 races, these being two 8 lap heats and a 10 lap final. The SMRC Competition Secretary may amend this. Each round of the Championship run at Angelsey and Croft should consist of 3 races, distance to be confirmed on entry form / final instructions, (expected to be 2 x 6 lap heats and an 8 lap final).

3.6 STARTS:

All cars should be in the holding area 10 minutes prior to their race, thus allowing cars to be positioned in their respective place on the dummy grid. At the point that the cars are released on to the grid any competitor who is not ready will be required to start from the pit lane.

- 3.6.1 Cars will leave the Assembly Area behind the Pace Car to start their rolling lap(s). The exact procedure will be outlined in the Drivers Briefing for each event.
- 3.6.2 Towards the end of the Rolling Lap(s) the pace car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line. *Cars must maintain the speed set by the Pace Car prior to it accelerating away to leave the circuit. Any visible increase in speed of the front row of the grid prior to the red light being extinguished will be deemed to be an infringement and will result in the front row cars being given a 10 second penalty added to final results in the race the offence occurs in. The same penalty will apply to any car breaking rank/formation before passing the startline. Any car creating an unnecessary gap between itself and the car in front on a race start (or re-start) will be deemed to be out of position and given a time penalty.* **The start may be aborted by the Clerk of the Course after the pace car has pulled off the circuit.**
- 3.6.3 Any drivers unable to start the Green Flag/Pace lap within 30 seconds of the Pace Car starting the rolling lap(s) will be allowed to start from the pit exit after the last car to take the start has passed the exit point. Any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid.
- 3.6.4 Aborted Start:
If the start is aborted prior to the pace car pulling off, the pace car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off of the circuit, the signal to start will not be given, and the start lights may remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start procedure will then be repeated from the showing of the one-minute board indicating that the green flag/pace lap is imminent. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly. In the event of any starting lights failure the Starter will revert to the use of the National Flag.
- 3.6.5 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts - is prohibited.

3.7 RACE STOPS:

- 3.7.1. Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red Flag at the Start / Finish line. RED LIGHTS will also be switched on at the Startline and RED FLAGS will be displayed at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area.

- 3.7.2. Case A – Less than two laps completed by Race Leader:
The race will be null and void. The race will restart from original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3. Case B – More than two laps completed by Race Leader but less than 75%:
The Race will restart from a grid set out by the finishing order of part one, (as per Q5.4.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the result will be declared in accordance with MSA Regulation Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards, deem it appropriate to restart the race.

3.8 RE-SCRUTINY:

All vehicles reported to have been involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 PITS AND PITLANE SAFETY:

3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes.

3.9.3 Speed Limit: The pitlane speed limit is 60 Kph (36mph).

3.9.4 Refuelling: May only be carried out in accordance with the MSA Regulations (Q13.1.1 – 13.1.4), Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit or Meeting.

3.10 RACE FINISHES:

After taking the Chequered Flag drivers are required to progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and keep helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 RESULTS:

All Practice Timesheets, Grids and Race Results are to be deemed PROVISIONAL until all vehicles are released by SCRUTINEERS after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 TIMING MODULES:

3.12.1 All competitors will be required to fit Electronic Self-Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. ALL timing modules will be fitted on the right side of the engine firewall (Engine side). Any car found not to be fitted with a transponder will have qualifying times disallowed and start from the back of the grid or will not be timed/classified during a race.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.12.3 **The nationally required transponder is an AMB TranX 260 Direct Powered Transponder (For 2011 this transponder has been renamed the Mylaps Car Direct Power Personal Transponder), OR an AMB TranX 260 Rechargeable Transponder (For 2011 this transponder has been renamed the Mylaps Car Rechargeable Power Transponder). The Direct Powered Transponders are recommended because rechargeable transponders have a limited battery life.**

3.13 SAFETY CAR:

A Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be operated in accordance with MSA 2011 General Regulations, Section Q, Appendix 2 but subject to the following variations:

- 3.13.1 At Knockhill, the Safety Car will be located in the Tri-Oval and it will normally join and exit the circuit on the right, immediately after the exit from the hairpin. If this location is to be varied at Knockhill, specific written instructions and verbal briefings will be issued detailing the exact location to be used.
- 3.13.2. At circuits other than Knockhill, the Safety Car (if used) will be located as specified on the circuit license. This will be defined in the Organiser's Supplementary Regulations or Final Instructions.
- 3.13.3. At Knockhill, the Safety Car will not join the circuit until a Safety Car board and a waved yellow flag have been displayed at the Hairpin – In flag point.
- 3.13.4 The first three laps completed during the Safety Car intervention will not count as race laps.

3.14 RACEIVER

This is an in car one way radio system which allows officials to warn drivers of on track hazards. They are mandatory for all competitors at SMRC Knockhill meetings. They may be purchased from the SMRC, contact the Competition Secretary for details. Drivers may also hire them from the SMRC but stocks will be limited. Races not held at Knockhill or organised by other clubs may not use receivers, this will be confirmed in instructions to competitors from the Competition Secretary. Receivers must be in good working order and be able to receive communication from the officials. Q8.1.10 applies

4. CHAMPIONSHIP RACE PENALTIES:

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

Championship penalties:

As Legends Racing is synonymous with family & amateur motor sport. Entrants and teams entering this championship, once signed on to partake in any event of this Championship accept that their car(s) will conform to these technical regulations at all times. MSA Eligibility Scrutineers can make inspections at any time during the meeting, and any infringements **where it is judged unnecessary to use the provisions of MSA General Regulations , Section C**, will be subject to the appropriate penalties as determined **by the SMRC Competition Secretary**.

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP:

4.2.1 As per **2011** MSA Judicial Procedure Regulations (**Section C**).

4.2.2 For infringements of non-technical MSA regulations and the sporting regulations issued for the Championship, the Championship Stewards shall have the authority to exclude driver(s) from the Championship for a defined period. As per the Current MSA Judicial Procedures Regulations and the provisions of these regulations.

Single Qualifying Session – Single Race:

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of the event.

Multiple Qualifying/Multiple Race:

In the case of double-header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a “double header” event takes place at the same venue

over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

4.2.3 The offences are:

Driving in a manner not compatible with general safety, or departing from the standard of a reasonably competent driver (GR C 1.1.5).

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

Registering for the Championship be deemed to have full knowledge of these regulations, and to have accepted the same in full.

SMRC have the right to request to the championship organisers that the Championship Stewards consider a driver/entrant to be excluded for a race, complete meeting or a period of time, should that driver/entrant bring disrepute to SMRC or Legends Cars Racing.

The Organisers reserve the right to place identification labels/markings on controlled parts to ensure these parts have been purchased through 600 Racing (UK) / **SMRC approved supplier**, existing controlled parts on cars and any spares held by drivers or teams may also be labelled/marked. Once parts have been labelled/marked any unlabelled/unmarked parts will be deemed to be illegal.

All registered competitors must carry Registration and Log Book updated at all times to each event for Scrutineer Check.

5.2 GENERAL DESCRIPTION:

The **Scottish Legends Cars Championship 2011** is for competitors participating in a Legends racing car supplied by 600 Racing (UK) or a 600 Racing (UK) / **SMRC** authorised dealer. Cars under second or subsequent ownership will be eligible providing they were first supplied by 600 Racing (UK) or an authorised dealer. They will also be eligible for other events in the UK and Europe providing that the event has been officially sanctioned for Legend Cars by 600 Racing (UK). The Organisers reserve the right to request that the Eligibility Scrutineer carry out spot checks at any time during a race meeting. The spot check can include the removal, and temporary substitution by 600 Racing (UK), of the part for testing. This will be done subject only to the fact that such spot checks by themselves shall not affect the drivers/entrants ability to take part in the races.

The Eligibility Scrutineer can demand a competitor to submit their engine, gearbox, complete car or part thereof for stripping, examination or testing at a nominated time and location decided by the Eligibility Scrutineer. The parts may be sealed until the examination and may be either:

- a. Given direct to a specialist (if present at the track) for inspection at the nominated time.
- b. Retained by the Eligibility Scrutineer for inspection at the nominated time.
- c. Have the component transported (at the competitors cost) to the specialist by the nominated time with the seals intact.

The competitor can be present whilst the Eligibility Scrutineer carries out the examination. The car or any parts thereof may be removed or retained for further testing or examination.

The Organisers reserve the right to use any engine builder as the nominated specialist. This specialist will provide any assistance necessary for the Eligibility Scrutineer to carry out the checks. Prior to the engines inspection and after examination by the MSA Scrutineer the carburettors may be retained by the competitor. The competitor may change the ignition timing & camshaft timing (if applicable) under the supervision of the MSA Scrutineer.

Any item or items found to be illegal will need to be replaced with legal parts before a competitor competes in further rounds. The cost of such work will be met by the competitor.

5.2.1 EXAMINATION OF VEHICLES:

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship/series to designate any one or more of the competing cars for special

eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have a right to have present any other specialist(s) of their choosing and:

- a. Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or:-
- b. Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least several days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these regulations and/or:-
- c. Seal the car and its components in such a manner as they may choose, and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship/series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power of output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment.

5.3 SAFETY REQUIREMENTS:

The following Articles of MSA Section K Safety Criteria Regulations will apply: 1 to 1.5.2; 1.6.1; 1.6.4 to 1.8; 2.1; 2.1.2 (minimum); 2.1.4 to 2.3; and 3 to 13.

Additionally:

- a. Protective padding must be applied and securely fixed to those parts of the roll cage with which the driver's body or helmet could come into contact with.
- b. Towing points at the front and rear must be fixed to the front and rear frame rail, and must be indicated by yellow paint (or a clearly visible contrasting colour) and marked with the word 'Tow'. Towing eyes must be of suitable strength and attached to the car fit for the purpose of towing, any injury or accident resulting from the failure of a towing point will be the responsibility of the driver/entrant. Towing eyes may not protrude beyond the ends of the chassis frame rails.
- c. Additional doorplates and door striking plates must be fitted. (See Section 10 Technical Drawing for detail).
- d. Door release bolts must be fitted horizontally on the inside of the doors in a centre position (as originally fitted on import from the USA). This applies to both suicide and normal opening doors. The release bolt handle must be painted in neon paint in contrast to the inside door colour and a sticker (supplied by 600 Racing (UK) must be applied to the exterior of the doors to indicate the position of the release bolt. It is highly recommended that two or three spot welds are added to the centre section of the door hinge to prevent it unfolding in an accident.
- e. A plumbed in fire extinguisher system must be fitted and must conform to MSA Regulation K3.1.2 (a) (GR Q19.14.7).
- f. The use of head and neck support systems (HANS) according to the FIA Code, standard 8858-2002, is recommended. The helmet manufacturer must certify the tether anchorage and their mounting. For clarification on clothing standards and for details of homologated systems **and** approved helmets you may refer to the FIA website www.fia.com.

6.0 GENERAL TECHNICAL REQUIREMENTS:

At the start of each event, practice or race each car will be presented in a manner that represents the formula.

The organisers reserve the right not to issue the relevant paperwork to allow a car to be scrutineered, if it is felt not to be of an acceptable standard of preparation, this will include the presentation of a neat, clean and 'stock' appearance of a Legends Car, with any previous crash damage having been fully repaired.

These technical regulations were comprised from the 2000 official rulebook together with the modifications required and approved by **SMRC / 600 Racing (UK)** for competition in Europe. Any INEX rule changes or modifications since publication of the 2000 rulebook unless encompassed in these regulations, are deemed illegal and not permitted unless **SMRC / 600 Racing (UK)** give written notice to all competitors.

Legends Cars are designed to race in their standard/stock form only, this includes all aspects of their appearance (excluding paintwork & decals). Only those adjustments and additions specifically permitted under these regulations are allowed, otherwise any other changes will be deemed illegal.

All custom-made parts for Legends Cars, including body panels, must be obtained from 600 Racing (UK), a 600 Racing (UK) authorised dealer **or SMRC approved supplier**. Non-custom parts are free within the control limits of these regulations.

Legends Cars have a waiver under the following provisions of the MSA General Regulations:- J5.2.6, J5.14.3, J5.14.4 and J5.20.8

6.1 AERODYNAMICS:

Spoilers, air dams or any other aerodynamic devices are not permitted.

6.2 AIR FILTERS:

Only 600 Racing (UK) / or **SMRC approved as supplied by 600 Racing** air filters and outer wear pre-filter coverings are permitted. Air filters may not have an element more than 3" in height (bottom of filter element to top). Velocity/ram stacks are not permitted. No air filters that direct air flow to the carburettors or increase air flow are permitted (**including** those with moulded ram stacks). The air filter element must not contain, either inside or outside, any heatshields or air deflectors of any description. No additional items are permitted within the air filter other than the element itself. The use of ram pipes is prohibited. Air filters constructed with fibreglass parts are not permitted.

6.3 ALTERNATORS:

Modification to the charging system is not permitted. The alternator must be charging at all times. No switches disconnecting the alternator are permitted.

6.4 BALL JOINTS:

The upper and lower ball joint must remain stock, within the stock dimensions, steel thickness location and configurations **as** supplied by 600 Racing (UK) and may not be reinforced in any way. One or two (Minimum 1/4" – Maximum 7/16" width) jam nuts are permitted on the upper and lower ball joints. Each ball joint must use at least one jam nut. The jam nuts may not be welded to any component. Additional Split pins or R Clips are acceptable as nut locking devices.

6.5 BALLAST:

A maximum of eight blocks of lead are permitted. The blocks may be no larger than 12" x 1.5" x 2.5" which will weigh approximately 20 lbs and the stacking of blocks is illegal. Two blocks of lead may not be in contact with each other. All lead must be clearly visible with neon paint or tape wrapping and marked with the car number. Ballast may not be added by any other method, including steel shot or any other material in frame rails, bumpers, nerf bars or any other component. Blocks must be directly bolted through the oblong frame rails only using two 3/8" or equivalent bolts & lock nuts, blocks or any ballast may not be placed anywhere inside the drivers compartment, the Inex / Scrutineer's decision will be final on the safe mounting of ballast blocks.

6.6 BATTERY:

Only the 'stock' battery or one of similar dimensions (7 1/8" x 8" x 6 1/2" approx.) and weight to the stock battery may be used. A top post or side post battery may be used. Motorcycle batteries may not be used. The battery must remain in its stock location and securely mounted. The original stock battery bracket may not be altered in any way.

6.7 BOLTS AND FASTENERS:

Only the equivalent stock or upgraded steel fasteners and bolts may be used on the Legends Car. Fasteners may be drilled for safety (maximum wire hole size 3mm) wire but intentional weight saving modifications are not permitted. Aluminium and titanium or other lightweight fasteners are illegal. Bolts secured in their standard or currently supplied positions with 'Nyloc' nuts (i.e. steering rack, shock absorbers, panhard rod, seat belts, engine bolts, track rods, rod ends and others) must be secured using a full depth 'Nyloc' not a half nut, and two clear bolt threads must show past the nylon lock.

6.8 BRAKES:

Any of the brake parts that are attached to the rear axle or the spindles (front stub axles) must remain stock, within the stock dimensions, steel thickness, location and configurations **as** supplied by 600 Racing (UK). The car must have operational brakes on all four wheels and must lock up all four wheels during inspections (Brake lines may not be plugged or completely shut off). Any type of cooling duct to the brakes is prohibited. The right or left side brake pedal may be removed. Aftermarket 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.

Brake Rotors/Brake Discs:

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

Brake Drums:

Only drums (not drilled or lightened) are permitted on the rear, **as** supplied by 600 Racing (UK). The minimum weight of the brake drum is 10.0lbs (ten pounds). Intentional metal removal of the brake drum for lightening purposes is illegal.

Brake Master Cylinder:

The brake master cylinder must remain stock, within the stock dimensions, location and configurations **as** supplied by 600 Racing (UK) / **approved SMRC supplier**. The brake master cylinder must remain on the engine side of the firewall. Only aftermarket master cylinders to the exact dimensions and configurations supplied by 600 Racing (UK) are permitted.

Brake Proportion Valves:

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

6.9 BUMP STEER:

Adjustments for bump steer settings will only be permitted by placing spacers above or below the track rod ends. No other modifications to change bump steer is permitted (i.e. altering position of steering rack or pick-up points on the spindles).

6.10 BUMPERS AND NERF BARS:

The front and rear bumpers must remain the standard dimensions, steel thickness, location and configurations as supplied by 600 Racing (UK) / **approved SMRC supplier**. They must be securely fastened **as supplied in original form**- no other method permitted. One additional bolt per frame rail may be added to secure the tab, no other securing devices including safety wire and plastic cable ties may be used only the tab must connect from the frame to the bumper.

At the start of each practice or race straight undamaged bumpers (front and rear) will only be allowed to compete with un-repaired straight tabs of the maximum dimensions of mild flat steel material. The distance from the end of the chassis rails to the rear of bumper uprights (both front & rear) will be no less than the official tab gauge which measures approx 25mm (but the gauge will be the official gauge). See Section 10 for bumper dimensions.

6.11 CARBURETTORS:

The carburetors, float bowls **and emulsion tubes** must remain as stock Yamaha FJ1200/XJR1200/(XJR1250 sealed) **as** supplied by 600 Racing (UK) / **approved SMRC supplier**. Only carburettor jets and needles may be replaced and all stock adjusters may be used. No other modifications to the carburetors or float bowls are permitted. Modifications or components to increase or restrict airflow to the carburetors (such as velocity stacks, heat deflector shields, internal modifications not listed above) are not permitted. Only the OEM heat shield between the carburetors and engine is permitted and may not be altered in any way.

6.12 CHROME PLATING/POLISHING:

Parts such as bumpers, nerf bars, wheel rims and valve cam covers may be chrome plated or polished. Suspension parts may be nickel, zinc or similarly plated.

6.13 CLUTCH OPERATION:

Rubber and steel-braided clutch lines are permitted. The master and slave cylinder must remain stock, in their original positions and configurations. The clutch pedal may be 'cranked' over to give greater driver leg comfort, but only in conjunction with removal of the left side brake pedal.

6.14 CONTINGENCY SPONSOR DECALS:

See section 8.

6.15 DOOR PLATES:

A doorplate on the driver's side door, and striker plates on both doors are mandatory. (See Section 10.1 Technical Drawings). The door plate is optional for the Right Hand side door, and a competitor may use a door plate to cover the complete door area on either side of the car as long as it is only 1/8" thick.

6.16 DRIVE SHAFT/PROP. SHAFT:

The drive shaft, flanges and u-joints must remain within the stock dimensions, steel thickness, location and configurations **as** supplied by 600 Racing (UK). Lightening the drive shaft in any way is illegal. A 600 Racing (UK) approved drive shaft retainer strap is permitted. A maximum of three retainer straps of ¼" thickness and ¾" width are permitted.

6.17 ENGINE COATINGS:

Only the coatings a supplied stock from the factory are permitted throughout the engine. Intentional removal of any coatings is not permitted. Exhaust manifold pipes may be painted with high heat paint only and they may also be wrapped in manifold heat tape.

6.18 ENGINE COOLING:

An extra fan(s) internal duct work **as** approved by 600 Racing (UK) remote oil filter, header wrap, and oil cooler is permitted, oil coolers must comply with these regulations see Oil Cooler Section.

6.19 ENGINE SERIAL NUMBERS:

All engine casings must have a YAMAHA serial number. An additional engine seal will be attached by Scrutineer that must remain in place at all times, Any engine casing without a serial number will be considered illegal and not be permitted to be used in any 600 Racing (UK) / **SMRC** sanctioned events.

6.20 ENGINE LOCATIONS & MOUNTS:

The engine and upper and lower engine mounts must remain within the stock dimensions, steel thickness (no aluminium mounts), location and configurations **as** supplied by 600 Racing (UK) / **SMRC approved supplier**. The right side of the engine may be fitted with an additional aftermarket steel mounting no more than 4½ " wide; no mounts may be welded to the frame rails apart from the two right side factory fitted lugs. If the optional Right Side mount is used the original mounting lugs/brackets on this side may be removed.

6.21 EXHAUST SYSTEM: A 'stock' system only is permitted

The header (manifold pipes), collector, down pipe and silencer box must be **as** supplied by 600 Racing (UK) . The internal components of any of the stock exhaust system pipes or silencer cannot be altered in any way. Header wrapping tape is permitted. The silencer must be packed using Acousta – Fil supplied by 600 Racing (UK) and the weight of packing (new) must not be less than 360 gms = 1 linear metre.

The provisions of the Current MSA Yearbook Section J5.17 apply.

Collector Position – the centre of the weld of the collector (where the four manifold pipes go into one chamber) shall be positioned between 40mm and 100mm forward of the firewall bulkhead.

Maximum OD of any manifold pipe is 38.5mm, maximum OD of the down pipe (Collector to silencer) is 44.75mm. Silencer **as** approved and supplied by 600 Racing Europe only.

Stainless steel pipes, silencer, and manifold **as** supplied by 600 Racing (UK) / **approved SMRC supplier** are permitted.

6.22 FENDER/WING MOUNTING:

Stock fender/wing mounts may not be altered from the original (ie moving the inside of the fender/wing away from the grill). No additional mounts are permitted, the closest mounting holes to the grill must be used. Removal of the fibreglass on the body half under the rear wings is permitted. Competitors are strongly encouraged to carry out this modification, as it substantially aids safety checks of the rear axle pick-up points, chassis and other components

6.23 FENDER/WING HOLES & TRIMMING:

A maximum of five holes in each of the front wings for air circulation and cooling of the engine is permitted, the diameter of these holes may not exceed 4". The outside edge of the front wings and the bottom of the front wings may not be trimmed. The inside edge of the left hand wing (exhaust side) may not be trimmed. The inside edge of the right hand wing (carburettor side) may only be trimmed to allow the 600 Racing (UK) / **SMRC** approved and supplied one piece air filter, to fit with minimum clearance. No holes are permitted in the rear wings or body shell apart from the trimming to allow for the exhaust silencer to clear the L/H rear wing, this to be

kept as close to the exhaust system as practical. The outer edge of the rear wing may be trimmed for additional tyre clearance, but the wing contour must measure at least 10" from the main body shell. Measurements will be taken from a point on either rear wing above top dead centre of the tyre. The original standard position of wings to the body shell & frame must remain as supplied on each model.

6.24 FIBREGLASS COMPONENTS:

All fibreglass body components must be purchased from 600 Racing (UK) or an authorised dealer / SMRC approved supplier and must carry the authorised decal of 600 Racing (UK) / SMRC, and may not be reinforced or intentionally lightened in any way with the exception of 6.23. These components must be securely attached to all cars. Any car failing in this regard can be excluded from the event. All body parts must remain in their standard location as supplied by 600 Racing (UK). The grill, front wings and bonnet/hood must be of the same model.

6.25 FIREWALL:

A metal firewall is mandatory. A removable inspection plate is permitted in the firewall, but it must be totally sealed whilst the car is on track.

6.26 FRAME/CHASSIS:

All cars and frames running as Legends Cars must be produced and purchased through 600 Racing (UK) and must carry the serial number assigned to the car. The serial number can be found on the Legends number plate on the chassis. This plate should be clearly visible at all times and not tampered with in any way. The car owner must be able to produce the title documents and/or proof of purchase or sanction to race from 600 Racing (UK) within 48 hours of an official request, unless this documentation can be produced 600 Racing (UK) / SMRC can prohibit the cars from racing.

Gussets: Strengthening gussets may only be added in the spots described in Section 10 Technical Diagrams. No stock gussets may be removed. Additional strengthening of the pickup point on the frame for the 6½" rear axle upper radius rod is permitted with some freedom subject to, any additional gusset or tube must be similar in dimensions and thickness to those around this pick-up point, the bolt may only pass through the original pick-up point currently supplied by 600 Racing Europe, pick-up point thread and no other (apart from a lock nut if so desired).

A mandatory 'Left Side' bar in the rear must be added to every Legends Cars frame (Both coupes and sedans). The material used for this bar is (1" x 1½" x 0.120" wall or its nearest equivalent). The length for the sedan is 14¾" and the coupe is 13½" (with an angle at one end). The distance this bar should be from the B-Pillar (See Section 10 for diagram) is 25".

It is highly recommended to have the frame checked by an expert for metal fatigue from time to time or following a major incident. Any Legends Car Chassis over four years old must be stripped and examined by an expert to ensure that it is fit for the purpose of racing, a copy of the report should accompany the car at all times. Cracked or broken frames are strictly prohibited from any 600 Racing (UK) / SMRC sanctioned event.

Suicide doors are only permitted on 600 Racing (UK) factory OEM frames, no changing of the original door hinging positions is allowed.

6.27 FRAME/CHASSIS REPLACEMENT:

Should the chassis become severely damaged, replacements must be purchased through 600 Racing Europe or a 600 Racing (UK) / SMRC authorised dealer. The competitor must give the damaged chassis including VIN plate to 600 Racing (UK) Ltd for disposal before a new chassis will be released to the competitor, the replacement VIN plate will then be approved.

6.28 FRAME/CHASSIS REPAIR:

Front and rear clips may be replaced as long as they are replaced with the exact material that it is replacing and all pickup points must remain in stock locations as delivered currently from Legends Cars (600 Racing (UK)). The clips must be purchased from 600 Racing (UK) / SMRC approved supplier. The drivers compartment of the frame, (roll bars, cross braces etc) may not be repaired or replaced if damaged. The Eligibility Scrutineer reserves the right to disallow a repaired car which does not appear to have been properly repaired.

6.29 FUEL:

Only unleaded fuel to BSEN228 or BS7800 as defined in the MSA yearbook Section B is permitted i.e. as available from roadside filling stations, the eligibility scrutineer may require any competitor to exchange fuel with any other competitor or to use fuel to the above specifications supplied by the eligibility scrutineer. When available, fuel testing will be carried out. A minimum of 3 litres of fuel must be present at the end of any practice or race for fuel sampling purposes.

The Organisers reserve the right to introduce a control fuel which will be publicised by competitor bulletin during

the season. **There may be random fuel substitutions by scrutineers.**

6.30 FUEL ADDITIVES:

No additives are permitted.

6.31 FUEL CELL:

Any approved fuel cell (plastic or metal) as supplied by 600 Racing (UK) / **approved SMRC supplier** may be used in its stock form & location – foam is mandatory in all fuel cells as supplied by 600 Racing (UK) / **approved SMRC supplier** (cars are not permitted on track without the foam in place). Fuel cell cap gaskets must be in place and kept in good condition. The stock as originally supplied method of holding the fuel cell line in place cannot be modified in any way. Fuel cooling devices are not permitted. Any plastic fuel cell will be fitted with an underside stone guard (This can be aluminium). All fuel cell caps must be clearly marked with the cars race number. Large plastic cap fuel tanks are no longer permitted.

6.32 FUEL FILTER:

Aftermarket fuel filters may be used. No glass fuel filters will be permitted.

6.33 FUEL LINES AND PUMP:

Fuel lines must **not** be routed through the driver's compartment; all fuel lines must be flexible steel braided pipe or cupro nickel pipe, suitably mounted to prevent chafing. Only one 'stock' fuel pump as supplied by 600 Racing (UK) / **approved SMRC supplier** is permitted. The ID of the fuel pipe must remain the same as the original supplied by 600 Racing (UK) fuel pipe. Fuel lines may not be attached to or routed with any electrical wires. The fuel pump must be the standard pump OEM as supplied by 600 Racing (UK) / **approved SMRC supplier** (A 3psi pump only).

6.34 FUEL SHUT-OFF VALVE/FUEL REGULATOR:

Aftermarket fuel shut-off valves and fuel regulators are permitted.

6.35 GAUGES:

The only gauges permitted are ones that record the following:- engine rpm, exhaust gas temperature, lap timer, oil pressure and oil temperature. Gear change lights are also permitted. The following information must not be recorded:- O2 mixture (oxygen/fuel); throttle position sensor; brake line PSI or any suspension information. No data logging systems are permitted. Data logging also includes the use of onboard cameras that show any part/s of the inside of the drivers compartment including gauges and instruments, this is not permitted.

6.36 GEAR RATIOS:

The only differential gear ratio permitted is a 2.93 only for all 600 Racing (UK) / **SMRC** sanctioned races. The gears must remain within the stock dimensions, steel thickness, location and configurations as supplied by 600 Racing (UK) / **approved SMRC supplier**. The use of any other unauthorised gear ratio is illegal.

6.36.1 Two side roof braces must be added to every car (other than coupes). The additional supports are shown in Section 10.2 Technical Diagrams of these regulations.

6.37 GENERAL APPEARANCE OF THE CAR:

All competitors must present a neat, clean and stock appearing car for any 600 / **SMRC** sanctioned competition. Crash damaged cars must be repaired to the minimum technical standards before returning to competition. The **SMRC** Scrutineer official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above.

6.38 GRILL:

The steel grill must remain within the stock dimensions, steel thickness, location and configurations delivered by 600 racing (UK) / **approved SMRC supplier** and may not be reinforced in any way. The grill must be the same model as the hood, grill shell & front fenders that are used.

6.39 GUSSETS:

Strengthening gussets may only be added in the spots as described in the appendices. Strengthening the upright that holds the pick-up point of the short top link rod from the rear axle is permitted. (See Section 10).

6.40 HEIM ENDS / ROD ENDS:

Only steel rod ends as supplied by 600 Racing (UK) or of the same dimensions are permitted on a Legends Car. The stock rod ends are designed to bend/break and absorb energy under impact and the competitor accepts the responsibility and risk of upgrading rod ends. Rod ends may be upgraded, but aluminium, titanium or other lightweight rod ends are not permitted.

6.41 HOOD/BONNET:

Any bonnet hole(s) or louvers must be on the Left Side (Cylinder Side) of the bonnet, which means no hole(s) or louvers may be on the Right Side (Carburettor Side), over a line drawn from the centre of the front bonnet pin to a point which is the centre of the rear of the bonnet. Bonnet Louvers or are defined as aluminium plates with maximum 3/8" edges. The size of the area for holes will be 1 x 4 inch diameter maximum or 3 x 2 inch diameter maximum holes in the hood. It is not permitted to run with the rear of the bonnet raised.

6.42 IGNITION & WIRING SYSTEM:

The complete ignition/engine control system must be the original OEM parts for Yamaha FJ1200/XJR1200. The stock ignition control box (black box) must remain in its original position **as** supplied by 600 Racing (UK) / **approved SMRC supplier**. A 600 Racing (UK) approved ignition control box and ignition plate is permitted, neither of these ignitions can be modified or tampered with in any way, the RPM limiter must be in proper working order at all times and must remain unmodified and not tampered with in any way. Only one ignition box per car is allowed. The wiring harness may be upgraded to give improved connections, quick fit connectors to allow easier engine removal are permitted; only in-line fuses are permitted (no fuse blocks). All wiring must be in visible connections (no junction boxes).

Electronic throttle controls (traction) are not permitted.

Coils, Coil Wires and Spark Plug Boots: These components must be stock Yamaha FJ1200/XR1200/XR1250 (sealed) parts **as** supplied by 600 Racing (UK) / **approved SMRC supplier**. The spark plugs and boots may be replaced with any aftermarket type with similar thread size, resistors must remain in the spark plug boots. The FJ1200/XJR1200 coils and leads may be replaced with 'Dyna 2.2 Ω' from a 600 Racing (UK) / **SMRC** approved supplier.

The 'stock' coil mount must remain in its currently supplied position by 600 Racing (UK). The ignition plate may be slotted to advance the timing on the FJ1200/XJR1200 only. No aftermarket electronic ignition advances are permitted.

600 Racing (UK) / **SMRC** reserves the right to provide a substitute ignition/engine control system to any competitor at random at any time. The 600 Racing (UK) / **SMRC** approved system will be exchanged for the competitor's system and must be used for that event. 600 Racing (UK) / **SMRC** is not responsible for any failure of the component(s) supplied.

Re-positioning of the ignition, starter, choke, gear position indicator & rear light switches only to a small panel on the inside of the right side door is permitted. Or projecting them from the standard Legends dashboard position by no more than 4 inches maximum, and by means of a simple sheet metal fabrication only, This is to assist those drivers having difficulty reaching the dashboard whilst strapped in.

REAR FOG WARNING LIGHT:

A rear fog light must be fitted with a surface of 80 x 70cm min and using a 21 watt bulb and be in working order as per MSA regulation K5.

6.43 JAM NUTS:

At least one jam nut is required to be used with all rod ends, clevis ends and ball joints. One or two (Minimum 1/4" – Maximum 7/16" width) jam nuts are permitted on the upper and lower ball joints. Split Pin or R Clip in addition are acceptable.

6.44 LOWER CONTROL ARMS:

The lower control arms must remain stock, within the dimensions (12 1/2" x 16 1/4"), steel thickness, location and configuration delivered by 600 Racing (UK) / **SMRC** and may not be altered in any way. Each measurement will have a tolerance of +/- 1/8" (0.125").

6.45 MANDATORY SERIES SPONSOR DECALS:

See Section 8.

6.46 MIRRORS:

All cars must have an interior rear view mirror with a minimum area of 6". One pair of external mirrors must be mounted **outside** the doors, but each external mirror must not exceed a maximum of 10"sq. inches area, and secured with a maximum of two fittings (i.e. two nuts and bolts, two pop rivets, two machine screws etc).

6.47 MUFFLING/ EXHAUST SILENCING:

Silencing will be in accordance with MSA regulations J5.17 and 5.18. Section B. Measurement will be made at 0.5m from the end of the exhaust pipe with a microphone at an angle of 45 degrees with a maximum permitted level of **105db**.

6.48 NERF BARS:

The nerf bars must remain within the stock dimensions, steel thickness, location and configurations delivered by 600 Racing (UK) / **SMRC approved supplier** , and may not be re-enforced in any way. No other type of nerf bars are permitted.

6.49 NUMBERS:

See Section 8.

6.50 OIL ADDITIVES:

The following additives in the engine oil are not permitted:- hydrazine, toluene, dinitrotooluene, dioxane, propylene oxide or nitropropane.

6.51 OIL CATCH CANS:

An oil catch can (minimum 500ml maximum 600ml capacity) must 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.

6.52 OIL COOLERS & LINES:

Oil coolers must be cooled by air only (no dry ice systems or other type). All oil cooling systems (including lines) must be mounted in the engine compartment only. No oil coolers or lines may be mounted in the drivers compartment or in or on the rear deck or fuel cell compartment. More than one oil cooler is permitted. Oil cooler fans are permitted. Ductwork behind the oil cooler to direct hot air away from the engine is permitted, this ductwork must not protrude below or outside the frame rails. Push-lock fittings are permitted. Oil coolers may not be mounted below the bottom of the front bumper, all oil coolers must be securely mounted on mild steel mounting rails or plates and drilled only for fasteners or outlets for oil lines. Oil cooler air scoops are permitted (with a maximum of 1/8" sheet metal (aluminium permitted)) but must be kept completely within the frame rails and must not project lower than the front bumper.

6.53 OIL CRANKCASE BREATHERS:

The only place that the crankcase may have a breather is under the carburetors at the stock outlet. This breather may not be evacuated through the exhaust system. There may be no other additional breather holes for the crankcase (i.e. from the oil fill cap).

6.54 OIL FILTERS, REMOTE:

Remote oil filters are permitted and must be 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 in a position where it cannot be easily damaged in the event of an accident. Remote oil filters may not be mounted below the bottom of the front bumper.

6.55 PICK-UP POINTS:

Absolutely no modifications of the frame, pick-up points or spindles will be permitted unless referred to in these regulations or advised by 600 Racing (UK) / **SMRC** in writing to all competitors. Only one pick-up point for the panhard bar on the frame is permitted in the standard location. Damaged or bent spindle(s) and or pick-up points must be repaired by the beginning of the next race. Only one 3/4" mild steel spacer is allowed and this is to be fitted in it's original intended position between the rear axle panhard rod and the axle casing pick-up point. All other spacers will be either 1/4" or 1/2" and of mild steel material.

6.56 RACK AND PINION STEERING:

Only the rack and pinion steering box **as** supplied and stamped '600 Racing' or 'Mid-State Machine' is permitted. Any other marked or unmarked steering box is not permitted. Two additional gussets are permitted to the steering rack mounting plate (See Section 10 – Technical Diagrams).

6.57 RADIOS:

The use of **individual competitors** one or two way radio systems at any time for any reason is prohibited. Radio wiring looms are not permitted within a Legends Car at any race for any reason. **Only an SMRC approved one-way RACECEIVER system must be installed under the control of the Clerk of the Course.**

6.58 RADIUS RODS / PANHARD BAR:

The radius rods and panhard bar must remain stock dimensions (radius rods – either 6½", 11" or 12" in length - panhard bar 23½" in length), aluminium thickness, location and configurations of the original, supplied by 600 Racing (UK). Each measurement will have a tolerance of +/- 1/8" (0.125"). Steel radius rods or panhard bars are not permitted. The 11" and 12" rods may be interchanged anywhere on the car as long as the car still meets all other specifications contained within the formulae rules.

6.59 REAR AXLES (HALF SHAFTS):

The long and short rear axles must remain two piece, within the stock dimensions, steel thickness, location and configurations **as** supplied by 600 Racing (UK) / **approved SMRC supplier**, and may not be altered or reinforced in any way. The outer face of the half shaft, or shaft modified for lightening purposes or axle casings not in accordance with the rules are not permitted. New one-piece axles supplied by 600 Racing (UK) must carry the INEX logo. Shaft dimensions as per drawing in Section 10.

6.60 REAR ENDS/DIFFERENTIALS/AXLE CASINGS:

Only the 10 bolt pattern 5/8" wide flange Toyota, locked steel rear ends are permitted. All rear end components and pick-up points must meet the specifications of the original stock components as when the Legends Car was supplied 'New' with 0 camber +/- 1 degree tolerance (scrutineer check after practice, before race one). Double Shear housings are permitted, see Section 10 Technical Diagrams. The rear end must be locked (all spider gears welded or a steel spool of a minimum 6.0 lbs (six pounds) weight **as** supplied by 600 Racing (UK) only) / **approved SMRC supplier**. No limited slip differentials, aftermarket differentials, quick change rear ends, floaters, homemade or otherwise, are permitted. Only OEM bearings are permitted. No hemispheric or similar type bearings are permitted. No spacers are permitted between the backing plate and bearings. The planet gear pin may be cut out to improve the removal of broken half shafts, the pin ends and all the planet gears must remain in place unless a spool is being used.

Gussets and modifications permitted on the rear axle – see Section 10 Technical Diagrams of these regulations; these are the only additional gussets allowed on rear axles, all pick-up points are to remain in the same dimensions, steel thickness and configurations supplied by 600 Racing (UK).

6.61 RIDE HEIGHT:

Restricting the rear axle movement in any way other than the 'stock' components is not permitted. The car may have no less than 3½" between the bottom of the frame rails (not the weld) and the level ground. This measurement will be taken without the driver in the car and after the driver/entrant/chief mechanic has 'settled' the car by stepping on the front and rear bumpers with his/her body weight. Any added lead ballast weights must comply to this clearance.

6.62 RUNNING BOARDS:

The running boards must remain within the stock dimensions, steel thickness, location and configurations **as** supplied by 600 Racing /**approved SMRC supplier** and may not be re-enforced in any way. The Left Hand support bar has to be modified to allow the UK exhaust system to pass. The tubing of the rear two chassis mounting brackets can be cut back to allow the exhaust to pass with a nominal clearance and then must have a flat plate/bar welded to cover the cut tubing, bent to pass under the exhaust pipe and re-connected to the original chassis position with the currently supplied bolts and washers. The metal plate/bar used to re-connect the tube back to the chassis, will be the same steel dimensions and thickness as the flat bar/plate in the part as currently supplied. (See Section 10 Technical Diagrams).

6.63 SHEET METAL:

The minimum thickness of sheet metal is .036". The rear deck (parcel shelf) shall be modified to remove the gaps between the bodywork & roll cage to provide a firewall, between the drivers compartment and the fuel cell. In carrying out this modification the parcel shelf must not be moved from it's original position, no part of the modifications to the shelf will show above the lower edge of the side and rear window apertures. A fuel cell access hole is not permitted. The legends dashboard as Legends stock component **as** supplied by 600 Racing (UK) Ltd including the new fibreglass Pod-Dash & other than those as stated in 6.42.

6.64 SHOCKS:

All Legends Cars must use either: Carrera Shocks #3363 or #3363R or Bilstein (gas pressure single setting). The Bilstein shocks are stamped with the INEX logo and can only be **as** supplied by 600 Racing (UK) / **approved SMRC supplier**. Shock Numbers or INEX marks must be visible at all times. Changing or altering the fluid inside is illegal. Shocks may be turned upside down and or the upper part of the rear shock may be mounted on either side of the inside or outside of the frame. Shock bumpers are permitted.

6.65 SPINDLES/FRONT STUB AXLE:

The spindles (and pick-up points) must remain stock, with the stock dimension, steel thickness, location and configurations **as** supplied by 600 Racing (UK). The new approved aluminium spindle supplied by 600 Racing (UK) must be installed by using the larger ball joint and upper arm; the spindle arm as supplied by 600 Racing (UK) must have the logo visible on top at all times. Damaged or bent spindles and pick-up points must be fixed by the beginning of the next race and with prior approval from the Scrutineer. Additional gussets, strengthening (including over welding) is not permitted.

6.66 SPRINGS:

All Legends Cars must use a 10" or smaller length spring. Any spring weight combination and aftermarket springs are acceptable. Only one spring is permitted per shock. Spring rubbers are not permitted.

6.67 SPROCKET ADAPTORS:

The sprocket adaptors must remain stock, within the stock dimensions, steel thickness, location and configurations of the original, as supplied by 600 Racing.(UK) / **approved SMRC supplier** . Set screws for the sprocket adapter nut are permitted. Sprocket adaptor/prop. shaft bolts may be drilled for security wiring. Lightening the sprocket adaptor for weight savings in any way is illegal.

6.68 STEERING COLUMN:

The steering column may be modified for driver comfort or safety, the universal joints may be upgraded and the final bearing (on the dash panel support bar) and its' position can be changed. The steering column bearing and its' stock bush in the lower firewall, must remain in its' stock and currently supplied position. An upgraded steering column must use the same dimension, type and quality tubing as supplied. No shortening of threads is permitted if a rod end(s) type bearing(s) is/are used. Changing the spline in the steering rack is not permitted. A hose clamp is mandatory on the steering column in the engine compartment directly against the firewall (see Section 10). The scrutineers decision will be final, on the safety of any upgraded or standard steering linkage.

No steering quickeners are permitted, without special written permission from 600 Racing (UK).

6.69 STEERING WHEELS:

Custom steering wheels are permitted, the scrutineers decision on their safety will be final, all steering wheels have to be on steel quick release hubs.

6.69.1 SEATS:

Only 600 Racing (UK) / **SMRC** approved seats may be used. In altering the seat position 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 re-enforced, or made of heavier material in proportion to their length. The rear seat mountings cannot be altered.

6.70 TYRES:

The tyre must be a 205/60R13 BF Goodrich T/A Comp HR4. A new manufacturer may supply replacement Legends Edition tyres for 2011. Tyres may not be soaked, softened, siped (razor cuts), grooved or re-capped (remoulded). All white letters of the BF Goodrich Tyres logo must face outward but the 'BF Goodrich' logo must be highlighted in white. No tyre at any time will be softer than 58 points on the durometer. Tyre warmers and any other means of artificially warming tyres are prohibited.

When the top of the wear-bar indicator appears at two points on the tyre (side by side or in the same groove) or the tread depth is two thirty-seconds of an inch or less on any two points across the tread (measured from the bottom of the tread, not the top of the wear-bar), the tyre will be deemed as illegal.

Cutting out or tampering with the wear-bar is not permitted, damaged tyre sidewalls may not be repaired in any way.

It is prohibited to use traction compounds or any substance that might alter the physical properties of a tyre as supplied by the manufacturer. Tyre cleaners and shiners, tyre softeners, track adhesives, brake fluid, diesel fuel, etc will not be permitted on tyres.

The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

Wet races – When a race is declared wet by the Clerk of the Course a substitute tyre must be used, this is Federal Mogal 205/60 x13 Legends Edition, all 4 tyres must be of the same make / type when fitted to a car.

6.71 TRACTION CONTROL DEVICES:

No electronic or computerised wheel spin/traction control device(s) are permitted.

6.72 UPPER CONTROL ARMS:

The upper control arms must remain stock, within the stock dimensions (4¼" in length) steel thickness, location and configurations supplied by 600 Racing (UK) and may not be altered in any way. The tolerance on the measurement will be +/- 1/8" (0.125").

6.73 WEIGHT:

The minimum weight is 1325 lbs (610 kgs) when weighed with the driver and in full racing condition after any

practice or race. The maximum weight variance from front axle to rear axle and from left side to right or vice versa will be 52% (The 52% variance is without driver). The minimum weight excluding the driver *must* be no less than 1125lbs (518 kgs).

6.74 **WEIGHT SAVING MEASURES:**

Lightening of 'Stock' components by shaving, milling, drilling or any other method is illegal. Any item on a Legends Car that is used (other than what is mentioned in the rules) as a weight saving method is considered illegal. All non-stock aluminium, titanium, stainless steel components are considered illegal.

6.75 **WHEELS:**

Only 600 Racing (UK) / **SMRC approved supplier** supplied **steel wheels** that have a 13" diameter, a 7" width and the offset of only 2³/₄ " to within a +/- variance of 1/8" (2 5/8" to 2 7/8") is permitted. The minimum weight of a tyre and wheel must be at least 36.0 lbs without additional steel, lead or wheel weights. All wheel weights must be the 'Stick on self adhesive type' only and be covered with duct or metal tape. Wheel weights must be external and not added inside the tyre. Bleeder or relief valves are not permitted in the wheels.

6.76 **WHEEL BASE:**

All cars must comply with a minimum 73" + or - 1/4 inch no tolerance outside these dimensions. To facilitate this wheelbase the rear panhard rod may be connected to either side of the Right Hand chassis pick-up point.

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 straight edge, or line must touch three points. These points are the front of the rear tyre sidewall and the front and the rear of the front tyre sidewalls. The measurement is then taken from the front edge of the front wheel rim to the front edge of the rear wheel rim. The process is the same when measuring wheelbase on the opposite side of the car. Should a wheel rim be in such condition that it would not give an accurate measurement, the competitor will be requested to change wheels for a suitable rim so the measurement can be taken.

6.77 **WIDTH/HEIGHT/OFFSET:**

The total overall width of the car front and rear may not exceed 60 inches. The car must be able to roll freely through a 60" wide gauge. The official gauge is fitted with a 60" 'trigger' bar, which must be capable of retaining it's position within the gauge while the car is being pushed through.

All cars must be under a maximum of 48" in overall height.

There must be a minimum of 6" between the inside edge of the rear brake drum and the rear frame rails. No wheel or axle spacers are permitted.

THE MAXIMUM CAMBER (Negative or Positive) ON EITHER FRONT WHEEL, OF A LEGENDS CAR THAT WILL BE PERMITTED TO RACE OR PRACTICE WITH, IS 4 (Four) Degrees.

6.78 **WINDSHIELDS:**

It is recommended a mesh screen be used for safety reasons **or** a Lexan windshield is permitted in the front window only and must have sufficient holes or slots to conform with the waiver of J5.20.8 of the RACMSA General Regulations.

7.0 ENGINES:

Competitors will be allowed two engines for the season either 1250 or 1200 both to be registered with the Scrutineer. Should a third engine be required at any one round, the competitor will have a 100 point reduction for that round and will run off the back for the remainder of that event.

GENERAL ENGINE SPECIFICATION RULES:

The engine must remain a factory-stock Yamaha FJ1200/XJR1200/(XJR1250 sealed) **as** supplied by 600 Racing (UK) / **approved SMRC supplier** . Only those changes as described in these regulations are permitted to be made to the 1200's only. A Yamaha FJ1200/XJR1200 from other countries other than America may only be used if it meets all the specifications of the current USA model supplied through 600 Racing (UK).

All engines(1250 and 1200) must have at all times the four central and two rear (nearest to the bulkhead) head nuts drilled for possible sealing by the Eligibility Scrutineer. Two holes must be drilled in each of the six nuts as close as to the top of the domed part of the nuts as possible. The holes must be 2mm or larger. An additional seal will be attached by Scrutineer.

The cranking compression testing method is with all spark plugs removed, with throttle fully open and engine to be cranked between 10 and 12 revolutions to determine the cranking compression value. Cranking compression value must not exceed 180lbs/sq in. The official tester to be used is a Mac Tools 25 compression tester. On the

1200 engine the cam timing may be adjusted accordingly to meet the requirements of this rule by slotting the cam sprocket gear or substituting with an aftermarket cam gear sprocket (this is not permitted on the 1250 sealed engine). There is no tolerance for engines over 180lbs/sq in. The scrutineer may request a change of battery should the engine not turn over sufficiently

Aftermarket gaskets are permitted.

XJ1250 SEALED ENGINE SPECIFICATIONS:

XJR1250 engines can only be raced if supplied through 600 Racing (UK) / **approved SMRC supplier** in a factory 'sealed' or 600 Racing (UK) / **SMRC** approved sealed condition. The 1250 engine must remain sealed and may not be restored to a 1200 engine (the 1250 engine will have a serial number with P502E/P503E/P506E engine number prefix – please note: P502E are not recognised as legal in the USA as this is a European engine serial No). The 1250 engine with the 1250 serial number can only be raced as a sealed engine. Repairs, overhauls or maintenance required that involves the seal(s) to be broken will only be carried out by the 600 Racing (UK) / SMRC nominated engine builder(s). Engine must be resealed with 600 racing or SMRC seal by approved 600 racing / SMRC engine builder.

The only modifications permitted to be made to the factory sealed 1250 engine are:-

- A. Changing the carburettor jets.
- B. All stock carburettor adjusters may be used.
- C. Adjusting the valve shims.
- D. Installing an aftermarket clutch and spring of original design or twin plating the original spring plate. (No aluminium clutch plates are allowed).
- E. Upper head oilers, heavy duty valve springs, and "Pinned" Camshafts are permitted only if installed by an authorized engine builder. It is permissible to return the oil from the oil cooler to any part of the engine.
- F. Steel liners and Wiseco (Legends edition) Pistons are permitted **as** supplied by 600 Racing (UK) Ltd.
- G. A water Cooled Cylinder Conversion may be used by means of parts **as** supplied by 600 Racing (UK) Ltd. This conversion must be fitted by a 600 Racing (UK) Ltd / **SMRC** authorised engine builder.

Apart from items A to G above and the fitting of any aftermarket connecting rod bolts ABSOLUTELY NOTHING CAN BE IMPROVED ON THE ENGINE AND ONLY YAMAHA OEM STOCK PARTS CAN BE USED – THIS INCLUDES MACHINING ANY COMPONENT TO A BETTER TOLERANCE THAN SUPPLIED AS OEM.

NOTE TO SMRC/600 RACING (UK) APPROVED XJR1250 ENGINE REBUILDER(S):

All permitted modifications to the FJ1200/XJR1200 are strictly illegal on the XJR1250 (sealed).

The objective of the approved engine rebuilder(s) is to repair or maintain the XJR1250 (sealed) in its' absolute 'stock' OEM condition. This will mean that no oversize pistons are allowed and therefore once a sleeve is worn or damaged it must be re-placed with the standard size Yamaha part. Any rebuilt or repaired XJR1250 (sealed) that is found to have a performance advantage over a 'stock' engine of this type may lead to the approval of the engine builder being withdrawn by 600 Racing (UK) / **SMRC** and a 12 month ban to the competitor of entering a 600 Racing (UK) sanctioned Legends Car Event.

With the introduction of the new XJR1250 (sealed), 600 Racing (UK) / **SMRC** reserve the right to monitor the engine(s) performance against FJ1200/XJR1200 engine(s); should it be found that the XJR1250 (sealed) engine(s) have an advantage or disadvantage against the FJ1200/XJR1200, 600 Racing (UK) / **SMRC** will introduce regulation(s) to produce level competition.

FJ & XJ 1200 ENGINE SPECIFICATIONS:

Unless otherwise specifically stated within these regulations only the original stock components supplied & intended for FJ & XJ 1200 engines are allowed.

7.1 CAMSHAFTS:

The cam shaft (one intake and one exhaust) must remain as stock Yamaha FJ1200/XJR1200 as and in the same location **as** supplied by 600 Racing (UK) / **approved SMRC supplier**. The camshaft marking 'I' (Intake) and 'E' (Exhaust) may not be removed, and must remain in there appropriate positions. Stress relieving by machining or polishing on the radius next to the cam gear or on the shaft is permitted (see Section 10 for drawing). Modifying any part of the lobes (lift, profile, duration, weight etc.) is illegal. Aftermarket overhead oiling systems for the camshafts are permitted. Previously supplied steel billet intake cams are not permitted . Installation of a ¼" ID x ½" OD piece of 4130 aircraft steel the full length of the camshaft is permitted. Note: This modification must be carried out in a very specific manner, Please contact 600 Racing(UK) / **SMRC** for details.

7.2 CAM CHAIN:

The cam chain must remain as stock Yamaha FJ1200/XJR1200 **as** supplied by 600 Racing (UK) / **SMRC**

approved supplier.

7.3 CAM CHAIN ADJUSTERS:

Aftermarket manual cam chain adjusters are permitted.

7.4 CLUTCH:

The clutch (plates and springs) may be replaced with any aftermarket type of the same design (no aluminium or titanium clutch plates). Twin plating the original spring diaphragm plate is permitted.

7.5 CYLINDER HEAD:

The original cylinder head must remain in unaltered 'as cast' condition with the exception of machining the head gasket surface. Valve seat inserts may be reworked or replaced with OEM or aftermarket seats of original dimensions. The stock I.D at the bottom of the 1/16" (one sixteenth) is 0.990" for the intake port and 0.830" for the exhaust port. No port alterations of the intake or the exhaust below the seat are permitted. O-ringing the head gasket seal area is not permitted.

The combustion chamber may be matched and cc balanced to the highest cc chamber, which has been unaltered. Relief cuts for cc balancing may not exceed the bore size.

A combustion chamber may be repaired by welding and grinding back to the official 'stock' configuration of the combustion chamber. Cylinder head bolts are to remain as stock.

7.6 COMPRESSION RATIO:

The compression ratio may not exceed 10.00:1 (no tolerance). Only the following may be done to meet this rule:- machining the piston domes, machining the gasket surfaces of the cylinder head and/or cylinder casings.

7.7 CRANK SHAFT:

The crank shaft must remain stock FJ1200/XJR1200 as supplied by 600 Racing (UK) / **SMRC approved supplier**. Modifying the throw balances or weight of the crank is illegal, minimum weight 27lbs. One throw on the crank must have no balancing holes in it.

7.8 CRANKING COMPRESSION:

The cranking compression testing method is with all spark plugs removed, with throttle fully open and engine to be cranked between 10 and 12 revolutions to determine the cranking compression value. Cranking compression value must not exceed 180lbs/sq in. The official tester to be used is a Mac Tools 25 compression tester. Cam timing may be adjusted accordingly to meet the requirements of this rule by slotting the cam sprocket gear or substituting with an aftermarket cam gear sprocket. There is no tolerance for engines over 180lbs/sq in. It is recommended that engines are set below the maximum to allow for variances of heat. The Scrutineer may request a change of battery should the engine not turn over sufficiently.

7.9 OIL PUMP:

The stock oil pump may not be modified in any way. Relief valves may be shimmed. Sump baffle may be installed.

7.10 PISTONS & RINGS:

The cylinder bore may not exceed 77.57mm or 3.054" (maximum .022" overbore from stock). Only Yamaha pistons (Part No 1TX 11631-00 and 1TX 11636-00) or forged Wiseco Pistons (Part No K1188, L1195, L1199 and L1202) may be used. Only Yamaha rings (Part No 1TX 11610-00 and 1TX 11610-20) or Wiseco Rings (Part No 21-3041X9 and 21-3051X6) may be used. These rings may not be altered in any way. The ring lances and lower part (skirts) of the piston may not be altered from the original in any way. Gas-porting the pistons are not permitted. Worn cylinder sleeves may be replaced with aftermarket sleeves. Wrist/Gudgeon pin buttons may be used.

7.11 RODS (CONNECTING):

The rods must remain in stock for the FJ1200/XJR1200 delivered by 600 Racing (UK) / **SMRC approved supplier**. Rod bolts may be changed to any aftermarket type. Only shotpeening the rods is permitted (no polishing by any means is permitted). Weight balancing to the lightest unaltered rod is permitted. All dimensions must be stock. XJ1250/1300 connecting rods are not allowed.

7.12 STROKE:

The stroke must remain stock for the FJ1200/XJR1200 delivered by 600 Racing (UK) / **SMRC approved supplier**.

7.13 VALVES:

Only Yamaha FJ1200/XJR1200 valves are permitted. No modifications are permitted to the valves with the

exception of altering the number of angles of the seat and a maximum backcut width up to 0.200" is permitted from the edge of the valve. Valve jobs are permitted. Only stock valve lifter and adjuster shims may be used.

7.14 VALVE GUIDES:

The valve guides must remain the same size, length and location (see Section 10 for drawing). The guides may not be altered in any way. Shotpeening of valve guides are not permitted. Brass aftermarket valve guides of the same dimension of stock may be used.

7.15 VALVE SPRINGS:

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

7.16 TRANSMISSIONS & GEARSHIFT MECHANISM:

The transmission and transmission gears must remain stock Yamaha FR1200/XJR1200/XJR1250(sealed) as supplied by 600 Racing (UK) / **SMRC approved supplier**. They may not be lightened in any way. The transmission gears may be shimmed only for the purpose of proper engagement. Standard and aftermarket shims may be used. The gear shift mechanism must remain in its "stock" location and configuration supplied by 600 Racing (UK).

The gear shift lever and link rod must be as per the 'stock' part. The aluminium clamped lever on the splined shaft from the engine may be changed for the steel splined Yamaha part modified for length. The 'Triangle' may have a welded boss/bush added to minimise play in this component.

REVERSE GEARS:

All Legends Cars must be fitted with a reverse gear that is in operational order at all times Only a 600 Racing (UK) supplied reverse box (**or a box from an SMRC approved supplier**) with a mechanism running a one to one forward drive is acceptable no other system is allowed. The original location, metal thickness, dimensions, configurations and ratio of all components and parts supplied with the mechanism cannot be altered in any way, any weight saving measures on these components will be considered illegal. Eligibility Scrutineering will apply and component sealing will take place.

8.0 COMPETITION NUMBERS / DECALS

These must be of 40cm high on both doors and 45cm height on the roof (with the base of the number towards the right side of the car i.e. the opposite side to the drivers door). The number must also be displayed on the front right wing facing forward with a minimum height of 20cms. They may be of any colour but must be in contrast with the surrounding body colour and clearly distinguishable. Consideration must be given at all times to the positive identification of cars by competition organisers, whose decisions will be final.

The following are reserved area requirements for Championship Decals:

- | | | |
|--|---|---|
| MAIN CHAMPIONSHIP SPONSOR | - | As a minimum the area immediately above the windscreen (18" x 6") is reserved. |
| OTHER SPONSOR | - | Lower rear of back wing on both sides (decal measuring 15 sq. inches maximum). |
| SUBSIDIARY CHAMPIONSHIP SPONSOR | - | A space for one decal on both sides of the car for each subsidiary sponsor (decals each measuring 20sq. inches maximum and not exceeding 6" in length). |
| LEGENDS CAR LOGO | - | MANDATORY A space for one 4½" (min) logo on either side of the car in front of the rear wheel arch and immediately above the rear wheel arch line and immediately above the rear nerf bars uprights. |
| SMRC LOGO | - | MANDATORY One logo on the R/H/S of the engine panel, just below the bonnet; this panel is just in front of the door. |
| ON THE DRIVERS RACE SUIT:
MAIN CHAMPIONSHIP SPONSOR | - | A patch not exceeding 8 sq. inches, on the upper chest immediately below the neck line. |

- | | | |
|---------------|---|---|
| OTHER SPONSOR | - | (If different from the main championship sponsor) a patch not exceeding 8 sq. inches on the upper chest immediately below the neck line second only in prominence to that of the main championship sponsor. |
| LEGENDS CARS | - | A patch not exceeding 8 sq. inches on the upper front body. |

SMRC will supply Championship Decals but number decals are the responsibility of the registered driver.

9. APPENDICES:

The following Commercial Regulations are 'contractual' between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial Procedures of either the Championship Stewards and / or the MSA / MSC.

9.1 Race Organising Clubs & Contacts.

SMRC: Chris Edwards, Competition Secretary,
 Birch House, Duncreevie,
 By Glenfarg, Perthshire,
 PH2 9PD
 Tel 01577 830133
 e mail c.edwards@smrc-uk.com

600 Racing: Phil Cooper, 600 Racing (UK) Ltd
 The Lodge
 Manfield Park
 Cranleigh
 Surrey
 GU6 8PT
email : phil.600@btinternet.com

BARC Thruxton Circuit, Andover, Hampshire, SP11 8PN tel 01264 882200

BRSCC Tel 01732 780100

SMRC Eligibility
 Scrutineer: Gordon Hay, 7 Kirkfield, Eccles, Kelso TD5 7QR tel 01890 840523
 E mail gordon.e.hay@btinternet.com

Clerk of the Course TBA

Co-ordinator Chris Edwards tel 01577 830133 e mail c.edwards@smrc-uk.com

List of Official engine rebuilders/ approved suppliers : Contact SMRC Competition Secretary, Chris Edwards. Tel 01577 830133 e mail; c.edwards@smrc-uk.com.

9.2 COMMERCIAL UNDERTAKINGS

Trade Support Vehicle Decals & Overall Patches – No colour restrictions are applied. Competitors are encouraged to produce imaginative and distinctive colour schemes that will add to the spectacle of Legends Cars racing so long as these are well maintained and cars presented at race circuits to a standard acceptable to 600 Racing (UK) / SMRC.

Competitors may display any sponsors names, graphics or trademarks except those that are of companies, organisations or products in competition to the main or subsidiary sponsors of the Championship which shall not be displayed on the car in any manner.

The display of the competitors own graphics, sponsors names or trademarks must be within the reasonable boundaries of good taste for which 600 Racing (UK) / **SMRC** will be the final arbiter. The display of tobacco advertising on anything associated with Legends Cars is prohibited.

The competitors will be deemed to have undertaken responsibility for the display of the obligatory Championship Decals, outlined in Section 8, by registering for this championship. Failure to comply with these requirements may lead to ineligibility and consequences under Section 4 of these championship regulations.

The use of the Legends Cars trademark is reserved for Competition Legend Cars, drivers and mechanics overalls and competition vehicles only. The trademark may not be used on any items offered for sale or used outside of the applications outlined above without the express written permission of 600 Racing (UK).

Space will be allocated to competitors by SMRC within the area provided for Legends Cars by the organising club or circuit. The area provided to each competitor will be in accordance with a layout plan published in advance of the race meeting by SMRC or as directed by SMRC on the day. All Legends Cars must park and be kept in this area when not racing and should not be taken elsewhere to be displayed or worked upon without the permission of the SMRC official in charge of the Legends paddock area. No other cars are permitted in the Legends Cars paddock area.

Failure to adhere to this condition may result in the withholding of points and prizes.

9.3 PROMOTIONAL ACTIVITIES:

Drivers and Teams will hold themselves available to support any 'on-circuit' promotional activity for which the organising club and/or the Championship Sponsor and/or SMRC have given reasonable advance notice.

In consideration of entering into any event sanctioned by SMRC / 600 Racing (UK), car owners, sponsors, drivers, pit-crews or agents, agree to permit SMRC and its assigned, the use of names and pictures and pictures of the car for advertising and publicity both before and after any event, and to relinquish all rights to any photographs or video recordings taken in conjunction with any event and give their permission to publish or sell the same.

9.4 VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the championship its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they made exclude any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

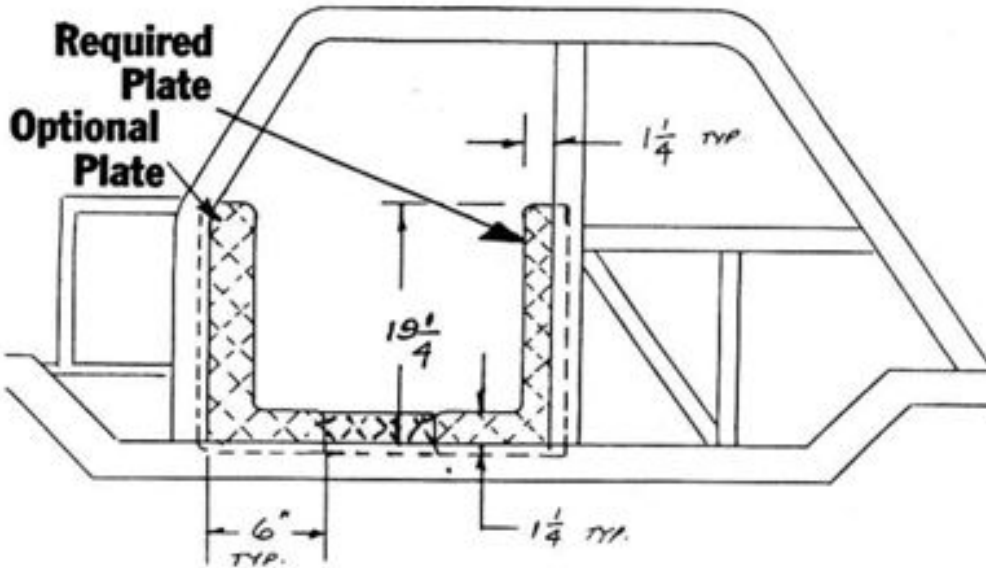
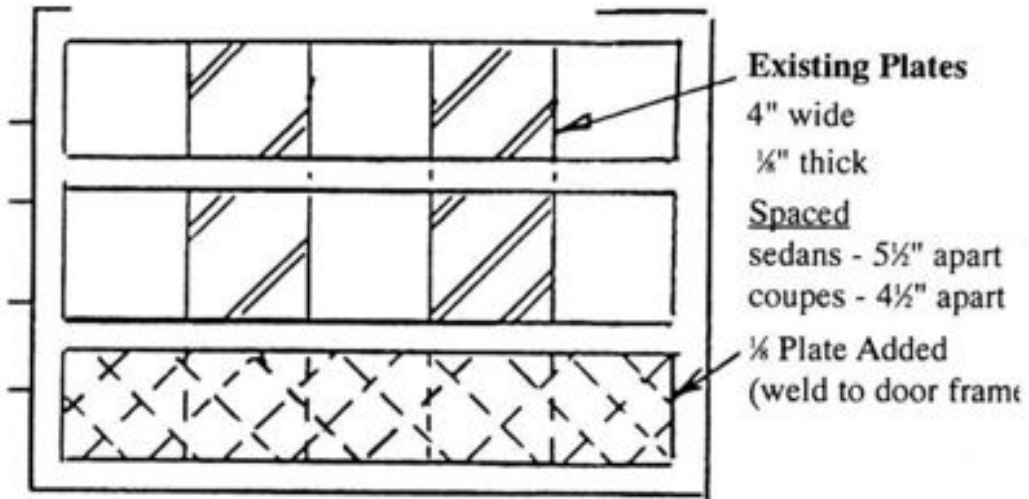
9.5 On Board Cameras

The only On Board Cameras permitted are those which are provided by the Championship TV company. A competitor may not refuse to carry a camera provided by the designated TV company. No cameras for personal use are allowed, unless sanctioned by SMRC and the circuit management prior to the event. Camera location must be approved by Scrutineers.

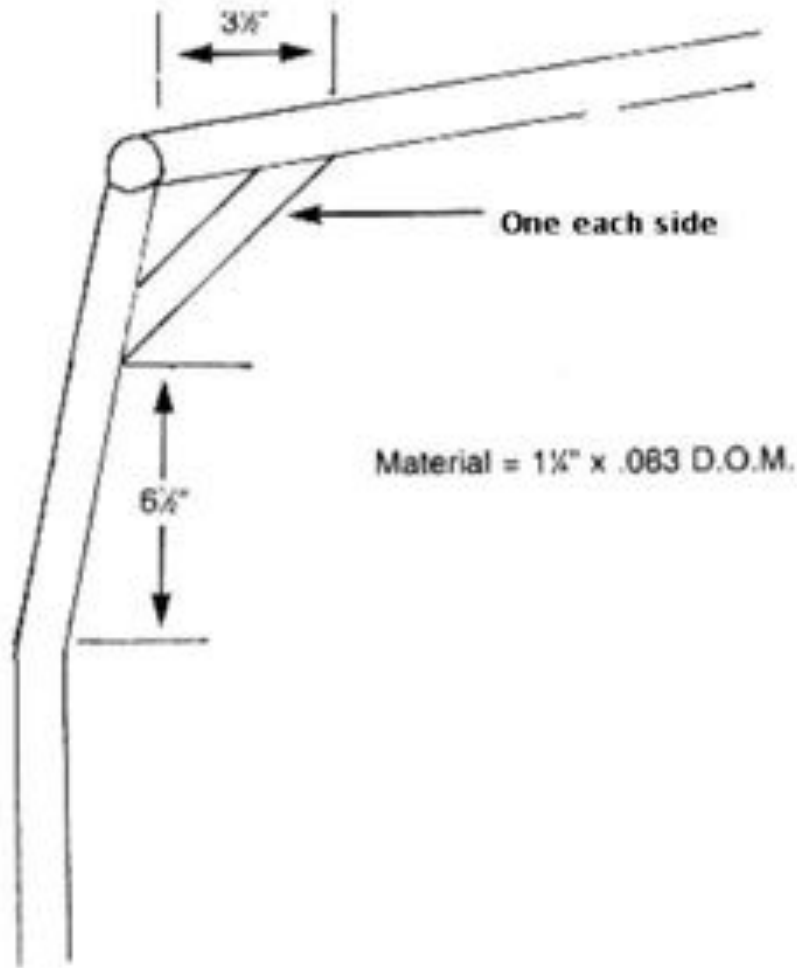
2011 LEGENDS CARS CHAMPIONSHIP

10.1 to 10.9 DIAGRAMS DEPICTING EITHER MANDATORY OR OPTIONAL ADDITIONS TO FRAME OR COMPONENTS.

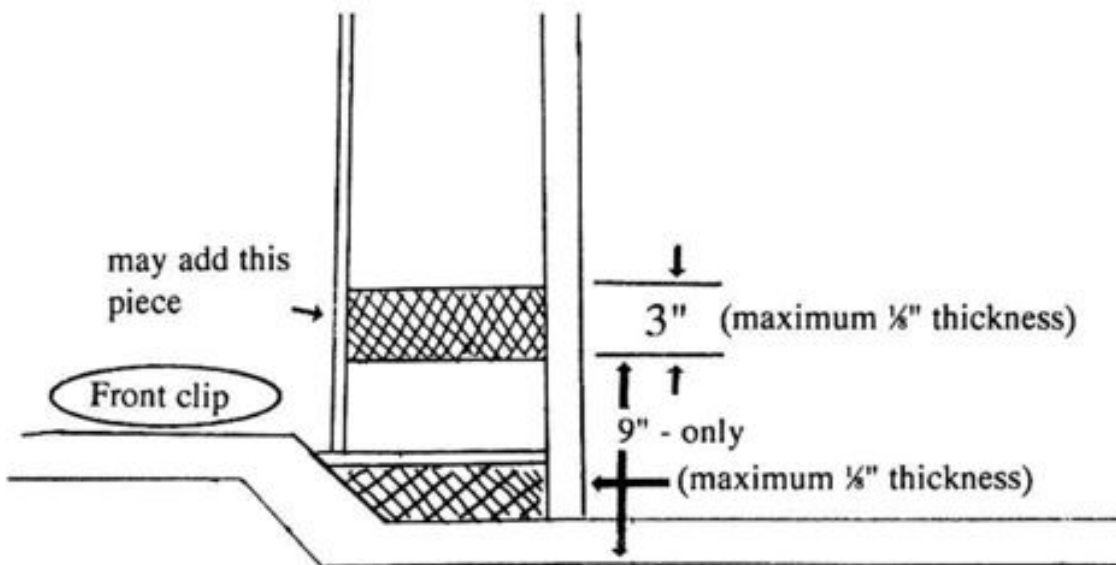
10.1 DOOR PLATES



10.2 MANDATORY ROOF BRACES

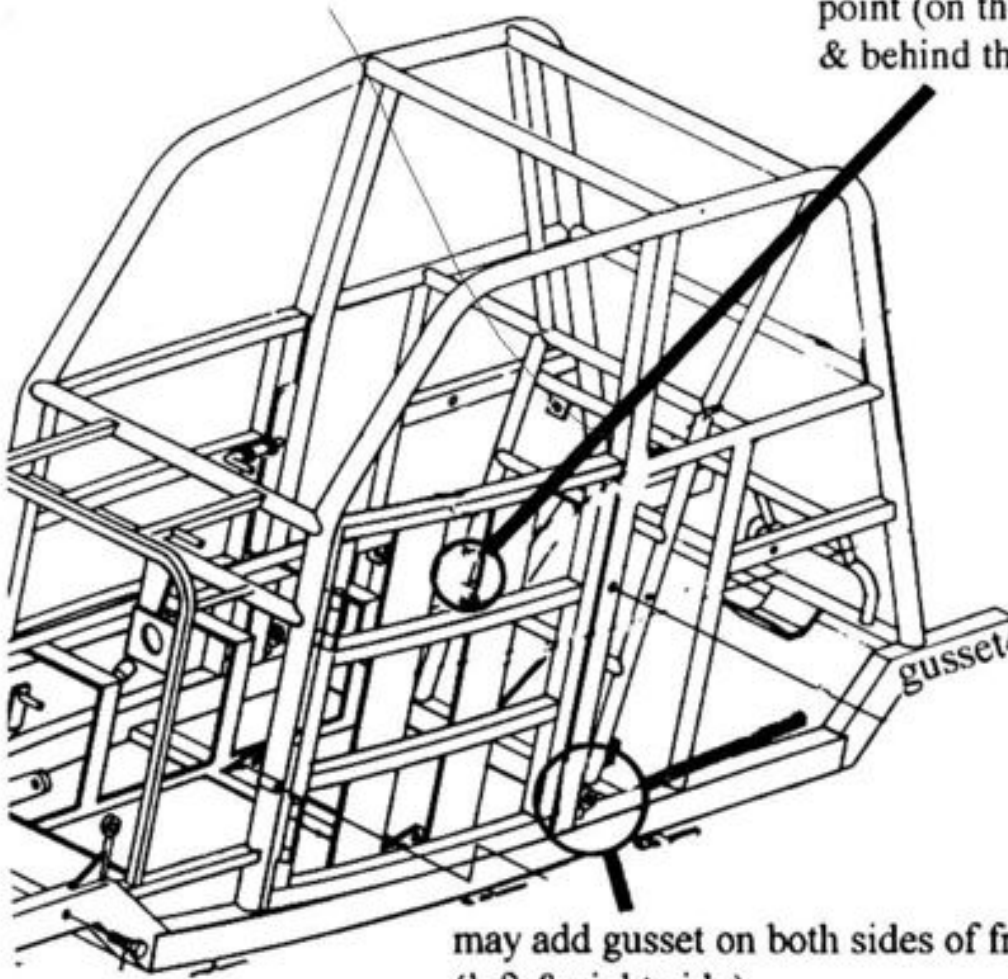


10.3 OPTIONAL ADDITIONAL FRONT PLATE



10.4 OPTIONAL ADDITIONAL REAR GUSSETS

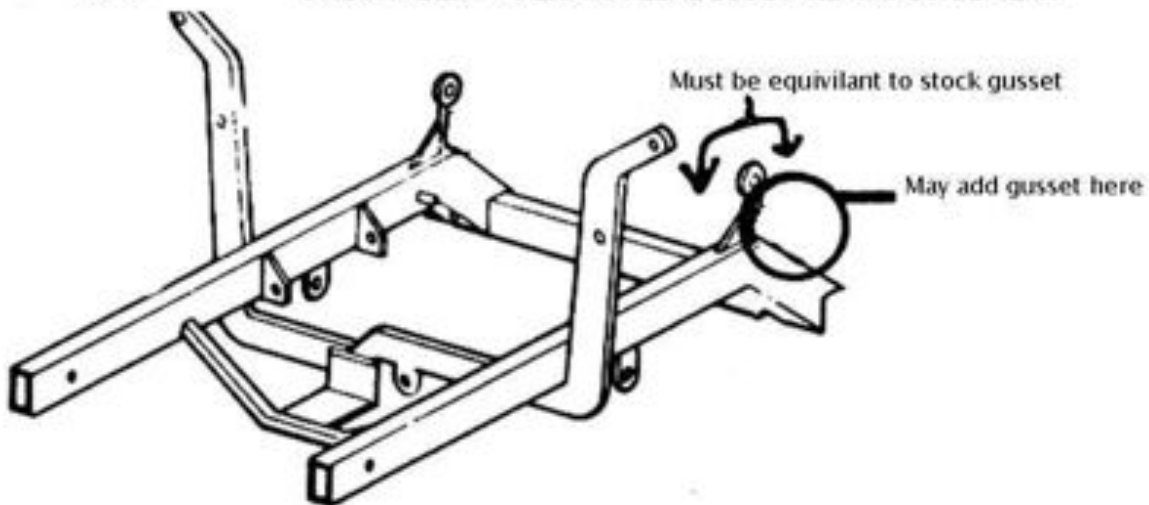
may add gussets on upper rear pickup point (on the frame & behind the seat)



may add gusset on both sides of frame (left & right side)

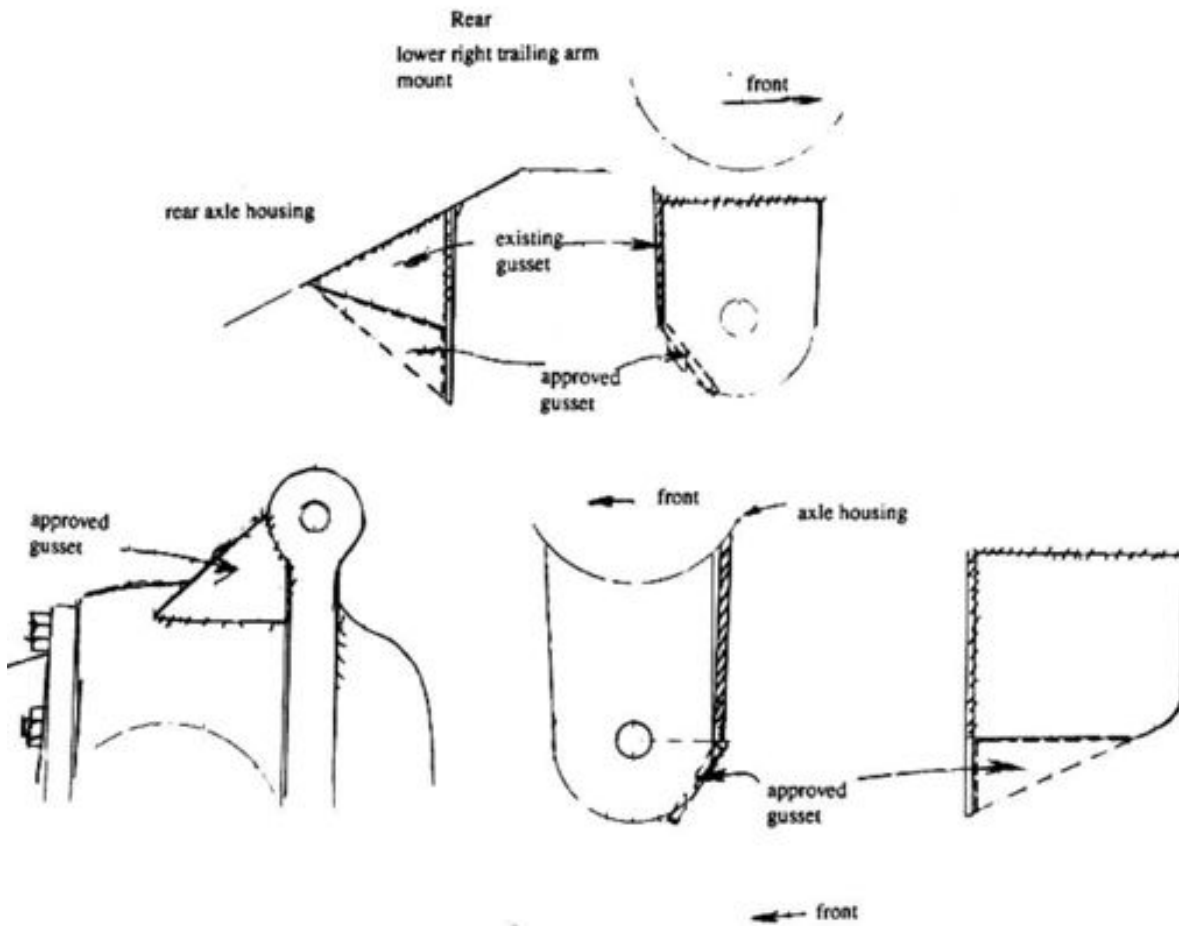
10.5

FRONT CLIP - PERMITTED GUSSET RE-INFORCEMENT

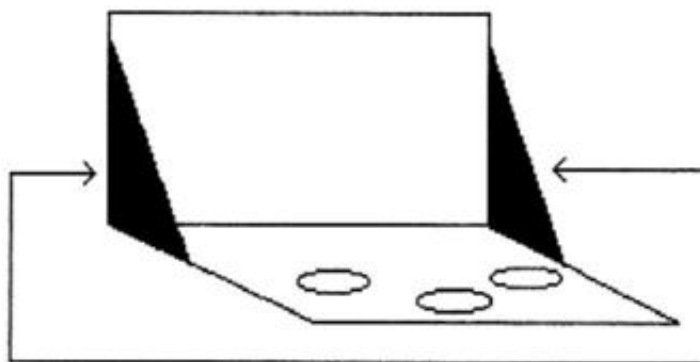


10.6 REAR AXLE

Rear gussets approved (Max.1/8" thick)



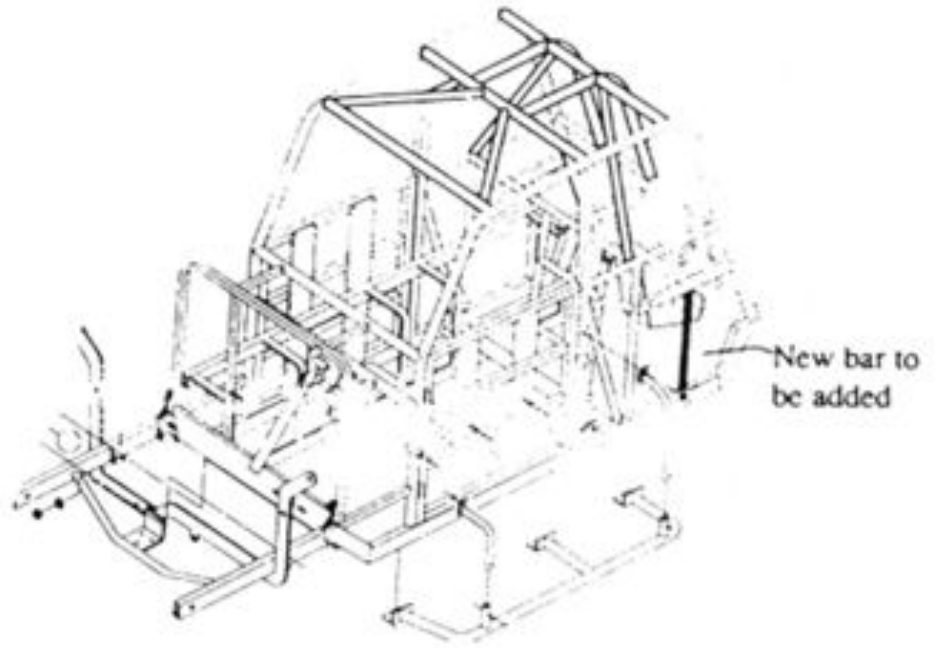
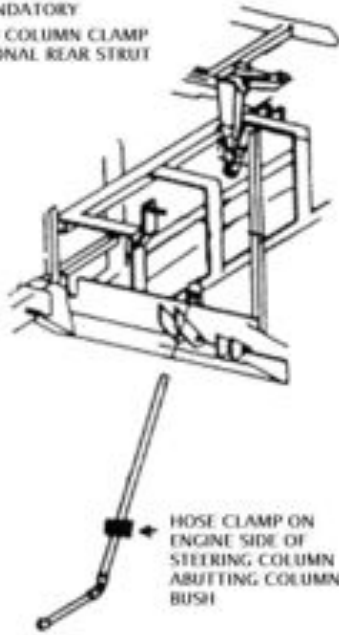
10.7 STEERING RACK PLATE



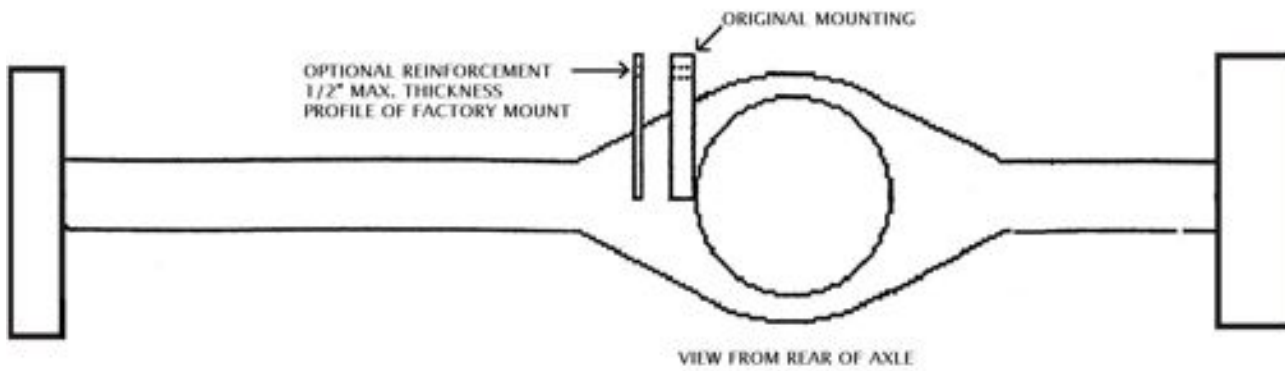
Approved Additional Gussets

(1/8" Max. Thickness Gusset)

10.8 MANDATORY
STEERING COLUMN CLAMP
& ADDITIONAL REAR STRUT



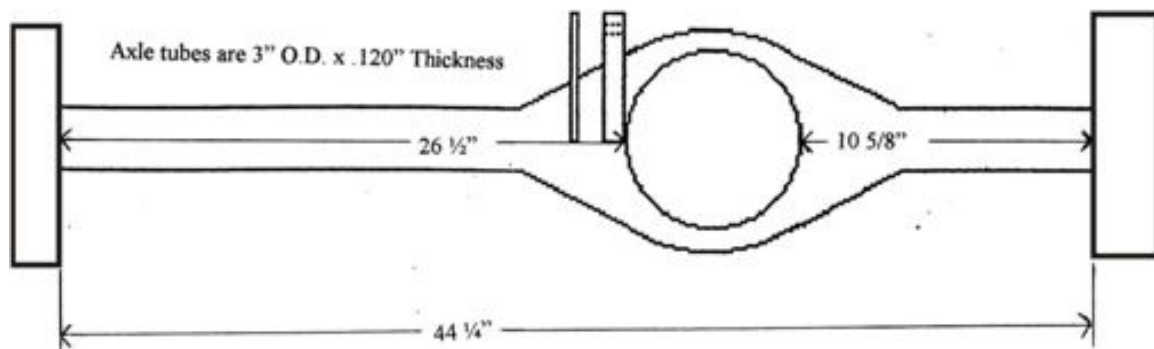
10.9 ADDITIONAL REINFORCEMENT REAR AXLE



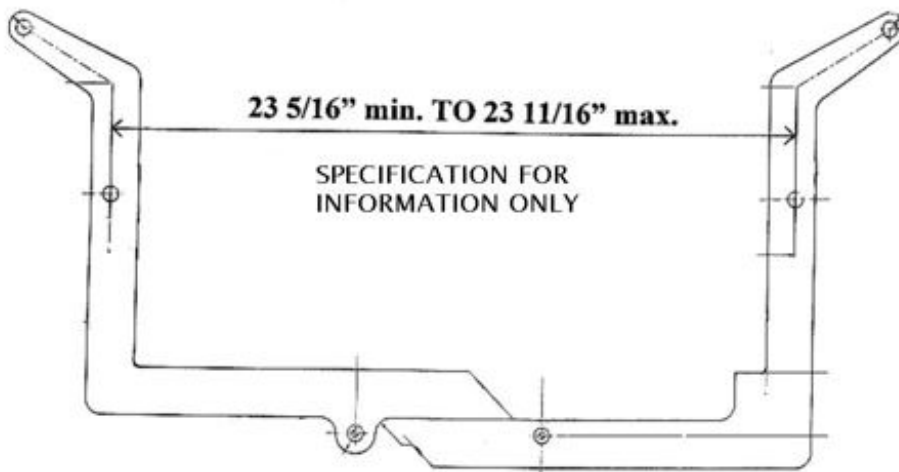
FOLLOWING DIAGRAMS ARE STOCK SPECIFICATIONS OF SOME COMPONENTS OF LEGENDS CARS.

LEGENDS & THUNDER ROADSTER REAR END HOUSING

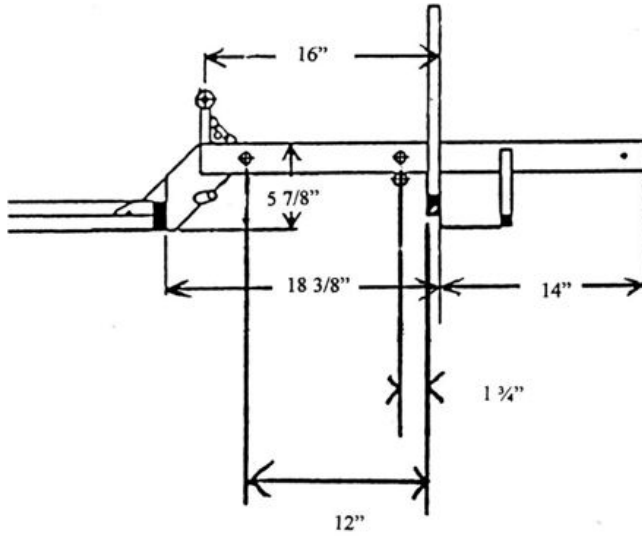
SPECIFICATION FOR INFORMATION ONLY



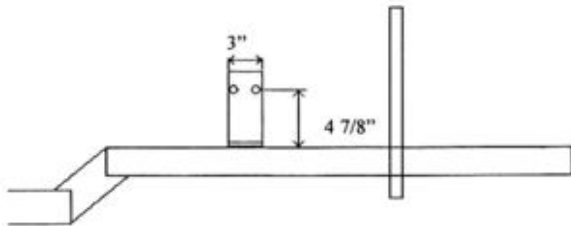
LEGENDS SHOCK TOWER



LEGENDS LEFT SIDE MOTOR MOUNT PICKUP POINTS
& FRONT CLIP MEASUREMENTS



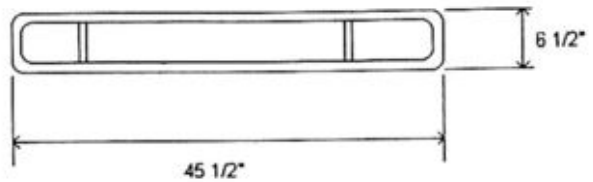
LEGENDS RIGHT SIDE MOTOR MOUNT



NOTE: ALUMINUM MOUNTS OR EXTRA HOLES ARE ILLEGAL

LEGENDS FRONT & REAR BUMPER

(1" STEEL TUBE) (8 lb. MAX. WEIGHT)

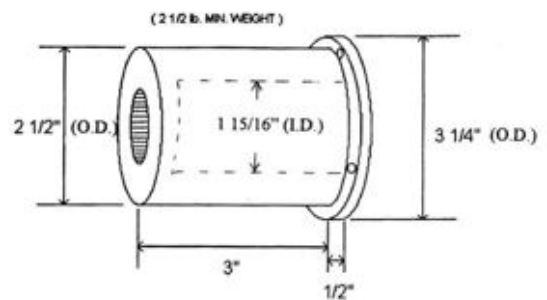


LEGENDS RIGHT & LEFT NERF BARS

(WEIGHT = 4 lbs. MAX.)

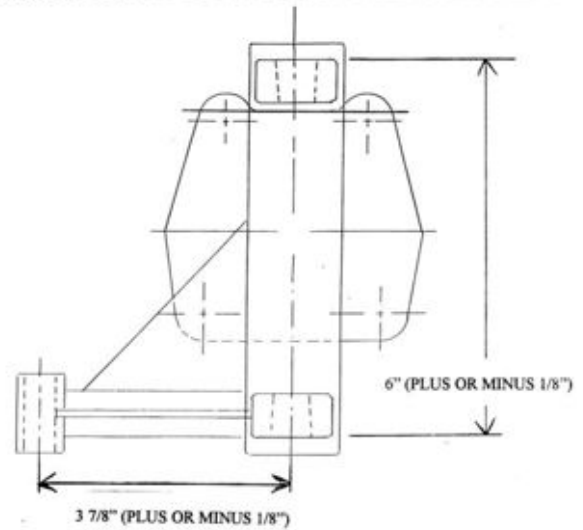
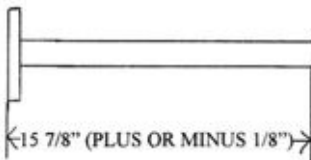
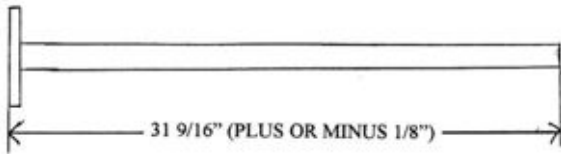


LEGENDS & THUNDER ROADSTER SPROCKET ADAPTER



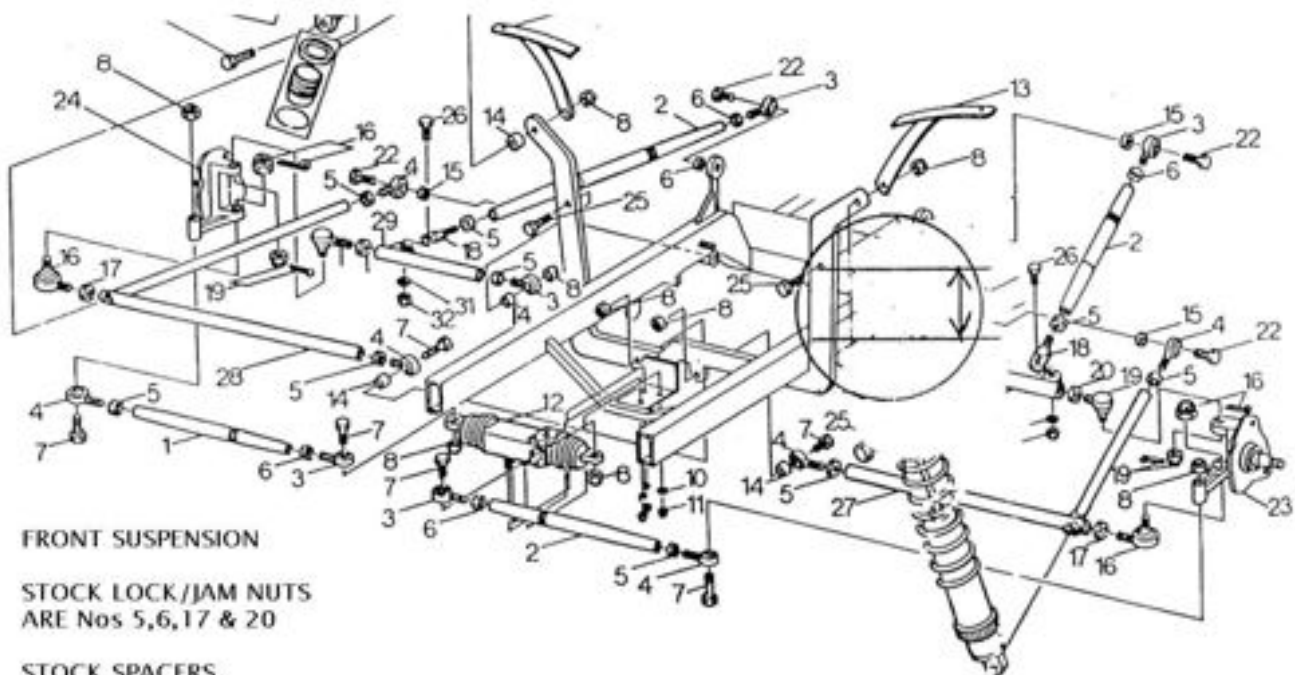
LEGENDS & THUNDER ROADSTER SPINDLE, LEFT&RIGHT

LEGENDS & THUNDER ROADSTER AXLES



LEGENDS UPPER CONTROLARM FRONT MOUNTING POINT

SPECIFICATION FOR INFORMATION ONLY



FRONT SUSPENSION

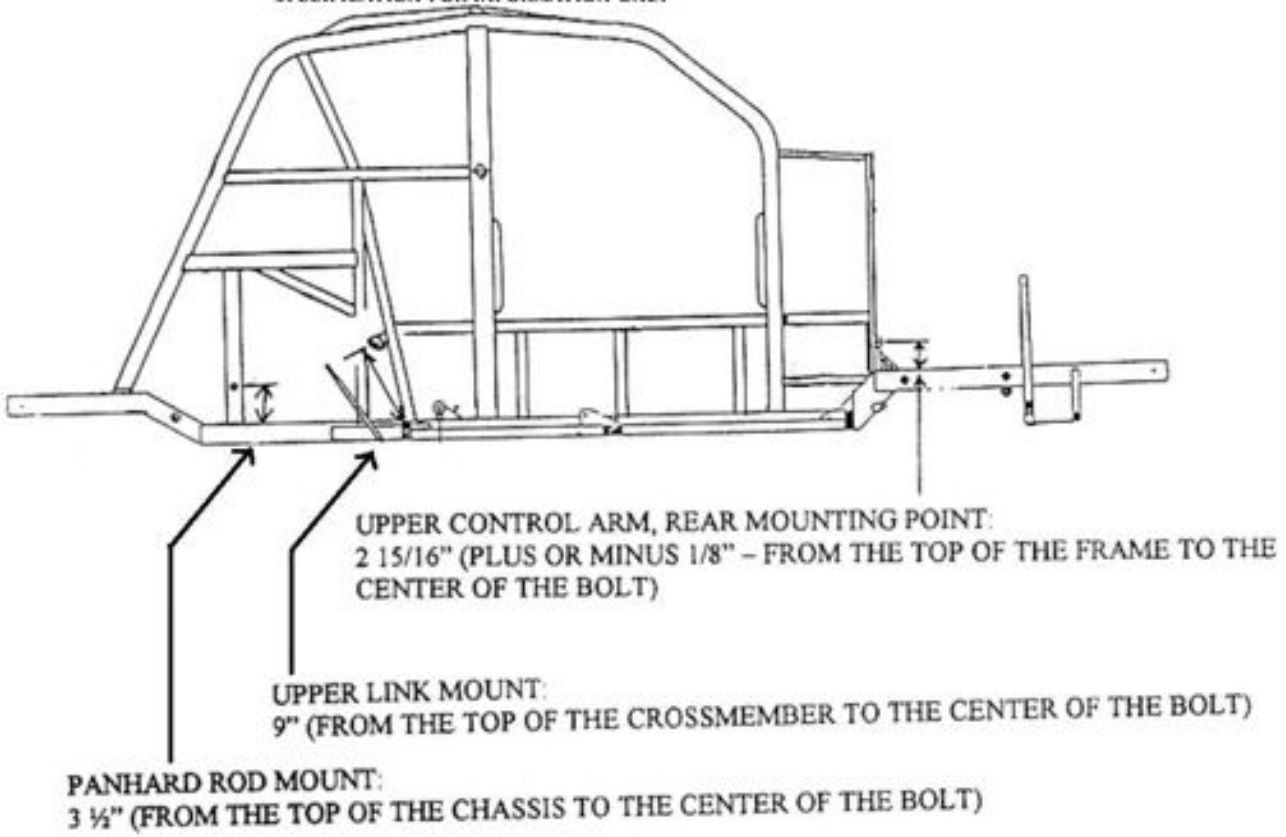
STOCK LOCK/JAM NUTS
ARE Nos 5,6,17 & 20

STOCK SPACERS
ARE Nos 14 & 15

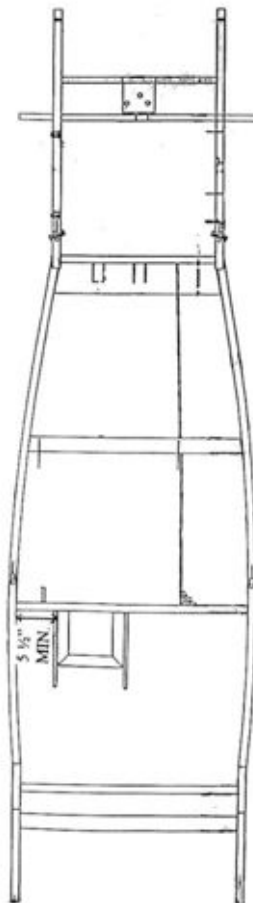
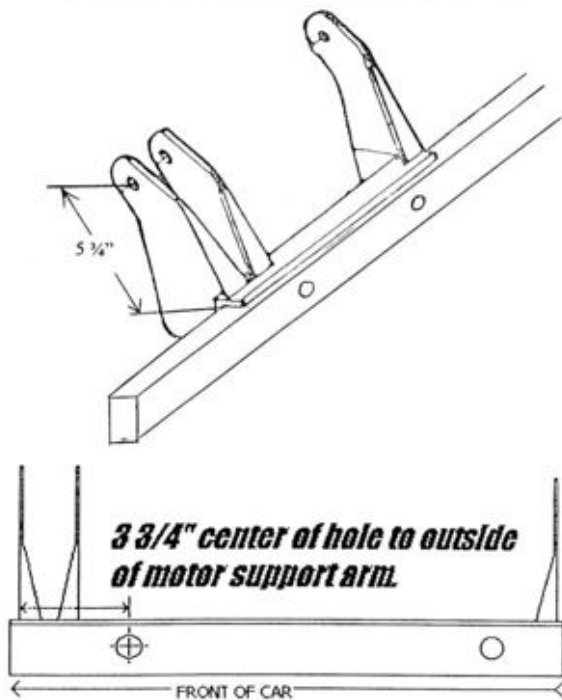
DISTANCE OF PICK-UP POINT TO TOP OF FRAME
3 5/8" +/- 1/8" TO CENTRE LINE OF HOLE

LEGENDS SUSPENSION PICKUP POINTS

SPECIFICATION FOR INFORMATION ONLY



LEGENDS LEFT SIDE MOTOR MOUNT

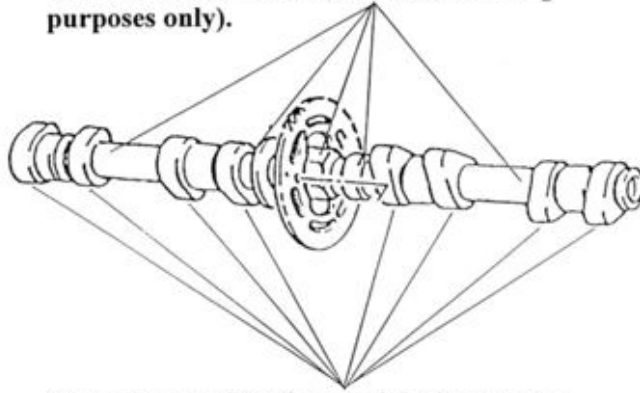


Note: The measurement for the battery box offset will be taken at the point closest to the crossmember, from the inside of the frametrail to the outside of the battery box.

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).

**III. OFFICIAL STOCK ENGINE SPECS
& TOLERANCES of the Yamaha
FJ1200 / XJR1200:**

Engine Type: Air cooled 4-stroke gasoline
Carburetor: BS36 x 4/Mikuni
Displacement: 1,188 cm³ (max. 1,203 cm³ permitted)
Bore: 77.0 mm (3.032 in.) with a max. .022 in. overbore permitted.
Stroke: 63.8 mm (2.512 in.)
Compression Ratio: 9.7:1 (max. 10.0:1 permitted)
Starting System: Electric Starter
Cam Shafts:
 Intake "A" 35.95 to 36.05 mm (1.415 to 1.419 in.)
 min. limit 35.85 mm (1.411 in.)
 Intake "B" 28.25 to 28.35 mm (1.112 to 1.116 in.)
 min. limit 28.15 mm (1.108 in.)
 Exhaust "A" 35.95 to 36.05 mm (1.415 to 1.419 in.)
 min. limit 35.85 mm (1.411 in.)
 Exhaust "B" 28.25 to 28.35 mm (1.112 to 1.116 in.)
 min. limit 28.15 mm (1.108 in.)

DIAGRAM OF CAM SHAFT LOBE



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

Valves:
Head Diameter:
 Intake: 28.9 to 29.1 mm (1.138 to 1.146 in.)
 Exhaust: 24.9 to 25.1 mm (0.980 to 0.988 in.)
Stem Outer Diameter:
 Intake: 5.475 to 5.490 mm (0.2156 to 0.2161 in.)
 min. limit: 5.445 mm (0.2144 in.)
 Exhaust: 5.460 to 5.475 mm (0.2150 to 0.2155 in.)
 min. limit: 5.430 mm (0.2138 in.)
Guide Inside Diameter:
 Intake: 5.500 to 5.512 mm (0.2165 to 0.2170 in.)
 max. limit: 5.550 mm (0.219 in.)
 Exhaust: 5.500 to 5.512 mm (0.2165 to 0.2170 in.)
 max. 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)

Scottish Legends Cars Championship 2011

11. NEWCOMER (Rookie) and Team REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

TEL (MOBILE): _____

E MAIL: _____

AGE: _____ DATE OF BIRTH: _____

NATIONALITY: _____

COMPETITION LICENCE No: _____ GRADE: _____

SMRC MEMBERSHIP No: _____(Compulsory) INEX No: _____

OTHER CLUB MEMBERSHIP: _____

NAME OF ENTRANT / TEAM: _____

ADDRESS: _____

(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ (EVE): _____

CATEGORY TO BE REGISTERED INTO: TEAM NEWCOMER / ROOKIE

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER / INDIVIDUAL TEAM

CAR: _____ MODEL: _____ CC: _____ CHASSIS NO: _____

COMPETITION NUMBER: ----- (To be allocated by SMRC)

Please note:

- 1) If you wish to change Registration Category during the season, you must inform SMRC in writing, a minimum of 14 days before the change takes place. Points gained in the prior category cannot be carried over into the new category.
- 2) Registration does not guarantee a place on the grid. The Championship may be oversubscribed and placing on the grid will be on a first come first served basis. SMRC has no influence over such matters.
- 3) Circuit grid sizes may vary from time to time depending upon the Circuits' Licence.
- 4) Late entry could possibly cause an entry to be refused due to oversubscription.

PLEASE COMPLETE Page 2 OF FORM

Scottish Legends Cars Registration Form 2011 page 2

SIGNATURE OF ENTRANT: _____
(if different from Driver)

SIGNATURE OF DRIVER: _____

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the **Scottish Legends Cars Championship 2011** and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the SMRC as detailed below.

Note: Motor Sport can be dangerous. In organising the Championship, the SMRC make no expression of the safety of racing, or of the cars, or of the circuits at which the cars will be raced. Competitors registering for and entering races in, the Scottish Legends Cars Championship 2011 do so entirely at their own risk.

I have read and understood all of the declarations and hereby agree to be bound by the regulations of the Championship and the regulations of the Motor Sports Association, United Kingdom.

Note : If the registering Driver is under 18 years of age, this registration form must be accompanied by a document or letter, signed by the drivers Parent or Legal Guardian, authorising the driver to register.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED, THIS FORM AND SHOULD BE SENT TO:

CHRIS EDWARDS, SMRC, BIRCH HOUSE, DUNCRIEVIE, BY GLENFARG, PERTHSHIRE PH2 9PD

PRIOR TO THE FIRST RACE ENTERED

FOR OFFICIAL USE ONLY
REGISTRATION FEE
DATE RECEIVED:.....
DATE REGISTRATION CARD SENT:.....
COMPETITION NUMBER ALLOCATED:.....