



2022 Supplementary Regulations

Schedule of Events

#	Date	Track	Event Notes
1	May 21	Peterborough Speedway	
2	June 4	Peterborough Speedway	
3	June 11	Peterborough Speedway	
4	June 25	Sunset Speedway	
5	July 9	Peterborough Speedway	
6	July 23	Sunset Speedway	
7	July 30	Sauble Speedway	
8	August 6	Peterborough Speedway	
9	August 13	Sunset Speedway	
10	August 27	Sauble Speedway	
11	September 3-4	Sunset Speedway	Canadian Nationals
12	September 17	Sunset Speedway	
13	September 24	Flamboro Speedway	
14	October 1	Flamboro Speedway	Non CLCS points event
15	October 7-9	Peterborough Speedway	Autumn Colours Classic (Friday – Sunday)

All of the above Canadian Legend Car Series (CLCS) events are sanctioned by INEX.

Event Organizer

Canadian Legend Car Series (aka CLCS in this document)

Series Owner:

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Sportsmanship Theme

Participants in an INEX sanctioned competition shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relations with other competitors, officials, sponsors and their products, and in manner that shall not be prejudicial to the reputation of INEX, CLCS, promoters, sponsors, organizers, or to the sport in general.

Sportsmanship means any person's conduct and behavior while participating in a sport. Examples are fairness, respect for one's opponent, and graciousness in winning or losing. Failure to do so may result in penalties.

Entrants or drivers are at all times responsible for the conduct of their crewmembers and guests. A violation of these Regulations committed by an entrant, driver, crewmember or guest may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of the competition.

Regulations

The event will be run in accordance with the 2022 INEX Rulebook and these Supplementary Regulations. The Precedence of Regulations shall be as follows (in order of precedence):

1. 2022 INEX Rulebook
3. Series Regulations
4. Series Bulletins
5. Event Supplementary Regulations
6. Event Bulletins
7. Instructions from approved Officials

Driver Eligibility and License Requirements

It is a requirement that each INEX licensed driver be a member in good standing of INEX in order to compete in INEX-sanctioned events. Members under the provincial age of majority must have completed and submitted a current year Parental (Legal Guardian) Consent Form in order to compete.

Class Specifications

CLCS recognizes the individual INEX classes (Pro, Semi-Pro, Young Lions, Masters) however will run these classes combined during the course of a race event and all points and prizes shall be awarded as a combined series unless otherwise posted. INEX National Qualifiers will acknowledge finishing order per class in results and for the purposes of awarding start position awards in the INEX Asphalt Oval Championship.

Entry Requirements

To enter a race at a CLCS event, drivers must have a valid INEX membership. There are no race day entry fees except for special events (IE Canadian Asphalt Nationals). Drivers and teams will be required to purchase pit entry admission at each event and sign all waivers. A wristband shall be worn at all times during a race event. All drivers may be asked to produce a valid INEX license upon registration, failure to do so may lead to entries being refused. INEX membership must be verified by INEX. Drivers won't receive payout until it shows up or have confirmation it has been paid. Drivers must fill out a membership prior to racing if no INEX membership can be verified.

Championship Points and Awards

Distribution of points for the championship and event will be awarded as follows.

Position	Points	Position	Points	Position	Points	Position	Points	Heat Position	Heat Points
1	100	11	76	21	62	31	52	1	25
2	97	12	74	22	61	32	51	2	22
3	94	13	72	23	60	33	50	3	20
4	91	14	70	24	59	34	49	4	18
5	88	15	68	25	58	35	48	5	16
6	86	16	67	26	57	36	47	6	14
7	84	17	66	27	56	37	46	7	13
8	82	18	65	28	55	38	45	8	12
9	80	19	64	29	54	39	44	9	11
10	78	20	63	30	53	40	43	10+	10

Drop Nights

For season standings, points for the two worst completed events will automatically be dropped. If 10 or less events are completed (due to cancellation), only 1 event will be dropped. A missed event is considered a drop night.

Disqualifications

Disqualifications will be entered as 0 points for the entire event and cannot be used as a drop in the championship standings. The driver will receive "max points" for that event handicapping purposes.

Cancellation Of Race Event

For points to be awarded, a heat cycle needs to be completed. Example: If the event is cancelled partway through the second set of heats, only the first set of heats will receive points.

If the event is cancelled part way through the feature, full points will be awarded to current on-track position at time of caution.

There will be no make-up races for rained-out events.

Championship Point Ties

Final points ties will be broken with total first place heat & feature finishes. If the tie still exists, second place, third place (and so on) will be used until tie is broken.

Race Day Schedule

The complete race day schedule will be posted on the hosting track's website prior to the event. The information should include track configurations, qualifying procedures, race formats, race distances and all other information relevant to that specific event.

Registration

Race Day registration shall open after CLCS tech area is set up. Prior to the end of the final practice session, competitors are required to check-in with the tech trailer to register for the night and to collect their previous week's payout. Drivers/Teams failing to register before the end of the last practice session will start scratch in the heats.

Car Numbers

No new members shall have a duplicate number of an existing competitor or use a number letter combination. Prior to 2019, there were duplicate numbers run. These teams with duplicate numbers will have grandfathered use of the number or number letter combination until such time that membership is not filed.

Issued numbers will be property of the assigned teams/drivers until December 31st 2022. On January 1st 2023, numbers not claimed by the previous year's owner will become available to claim. Numbers are assigned by the CLCS on a first come, first served basis.

Driver Briefing

Drivers must attend the driver briefing on any day when they will be on the racetrack. Non-attendance will result in starting scratch for that events heat races, unless absence is approved by the Race Director. Roll calls will be conducted. Drivers briefing will be held at the location and time provided at the tech trailer.

Qualifying Procedures

Typical CLCS events shall consist of two heat races, followed by a feature race.

Heat One

For series event number one, heat one lineup will be determined by a random number draw at time of registration.

Drivers missing event number one will start with a maximum handicapping seeding in their first event.

For subsequent events, a handicapping system will be used. The start order of heat one will be calculated using the last three (or less) attended events (average of points totals).

Heat two

The second heat race will be the inverted grid of the finishing order of heat one.

Feature

Drivers will be lined up for the feature by total heat points, with an inversion (between 3 and 8) drawn by the highest points earner from the heats. The inversions will occur throughout the lineup. Example: number 5 is drawn. Positions 1 to 5 will invert, 6 to 10 will invert, 11 to 15 will invert, and so on.

Ties

Ties will be broken with total season points earned up to that event. If no points have been earned, starting position will be determined by pill draw between those competitors. Higher number starts ahead in both cases.

B-Feature

Should 28 or more cars register for an event, a B-feature may be run. Instructions and procedures for any B features will be announced at the Driver Briefing.

Double Feature Nights

If double features are to occur on a race event, the starting lineup will be determined as follows:

- Feature one will be lined up according to practice times with a regular invert applied. The inversion number will be pulled by the driver with the fastest practice time.
- Feature two will be lined up according to the finishing order of feature one, with a regular invert applied. The inversion number will be pulled by the winner of feature one.

In-Race Procedures

Race Control

During race events, the host track officials shall be responsible for the calling of racing incidents. The host track shall also be responsible for timing and scoring. The CLCS shall have a representative in the host track race control but will not be involved in on-track penalty calls and will be used for communication only. Host track procedures for the initial start and restarts, flags and lineups will be utilized.

“Choose”

For feature races, The CLCS shall utilize a cone-style “choose” format for all restarts after the original start. Drivers will receive the command “choose next time” while pacing single file under caution. After the command, drivers will slow their pace, bunch up and stay at the bottom of the track. When drivers reach the start finish line, drivers will choose which line they wish to restart in. To choose low, simply remain at the bottom of the track crossing the line. To choose high, pull to the right at the line.

Once you’ve made your choice you cannot change or possibly face a penalty. You may also face a penalty for choosing prior to reaching the start/finish line. For races with time restrictions, the choose restarts may be changed to a traditional single file or double file start mid race.

Hot Pit

When offered by the host track, the CLCS will utilize a “hot pit” where teams may change tires or repair damage to race cars. Cars entering the “hot pit” will start at the rear. In the event Hot Pit is not offered, at the discretion of the host track, cars may go to the paddock area for service and receive a number of laps to complete the work. If work hasn’t been completed in the prescribed number of laps, the competitor may not rejoin the race. The pit procedures at an event will be communicated in the Drivers Briefing.

Routing

Bumper to bumper contact from the middle of the corner off is permissible provided it is not done in a reckless manner as called by the on-track officials. A driver may also face penalties if bumper to bumper contact causes the lead driver to spin or crash. Bumper to bumper contact on corner entry to middle of the corner is NOT permissible. Warnings may or may not be issued for this type of contact. Penalties may vary from a warning to exclusion from the session.

Causing Cautions

If a driver causes three cautions in a race, the car will be black flagged on the third caution.

Post-Race Procedures

Following all features, the top three cars at minimum will report **directly** to scales with no stopping in your paddock space. Drivers should follow the direction of race officials which will be communicated post-race over the race monitor - additional and/or random cars may be required to report to scales as well.

One crew member may assist the car over the scales and may not hand or place anything inside the car. Teams will be required to turn off any recording devices in the tech area.

Once clear of the scales, cars will report to the designated tech inspection area which will vary from track to track. Three crew members are allowed to assist the driver in tech. Other than the driver and three assistants per car, no other persons are allowed in the tech inspection area. Tech is not a spectator event. Teams in tech are not permitted to enter another team's tech area. Always follow the direction of Race Officials. Circumstances may dictate deviation from this procedure. If in doubt of your required attendance in tech or scales, ask an official **before** returning to your paddock area.

TECHNICAL REGULATIONS

Preamble

As the CLCS is sanctioned by INEX, the 2022 INEX rulebook shall be the source for technical rules and regulations used by this series. INEX does provide areas in those regulations that may be altered by the Series. See above for the precedence of regulations.

Fuel Specifications

Maximum Octane Rating of fuel is 91 Octane. The only exception is USLCI Spec “Renegade” fuel. Ultramar fuel is recommended.

CLCS will recommend a fuel station to buy from for each track. The recommended fuel stations are where we will be buying our fuel from for the generator and testing the octane. We understand some teams may not like buying fuel from certain named gas stations, if you buy fuel somewhere else then make sure it meets our octane rules. Your fuel can be tested prior to the days’ event if you would like to make sure your octane level meets our requirements of max 91 Octane.

Ultramar Spec Gas Stations (and direction relative to the track)

Peterborough Speedway

To the south: 2622 Maple Grove Rd, Cavan-Millbrook-North Monaghan, ON

Sunset Speedway

To the south: 2231 Simcoe Rd 89, Gilford, ON

Sauble Speedway:

To the east: 72 Arthur St W, Thornbury, ON

To the southeast: 188 Toronto St N, Markdale, ON

To the south: 190 Garafraxa St S, Durham, ON

Flamboro Speedway:

To the north: 311 Brock Rd S, Guelph, ON

To the south: 1837 Main St W, Hamilton, ON

Oil Specifications

Oil is open provided they do not contain additives which are banned as per INEX regulations.

Radios

The CLCS mandates the use of a one-way radio to receive messages from the CLCS race director while on track. Channel 560 (456.9875 MHz) will be the channel used unless otherwise communicated. The use of two-way radios is allowed as long as the spotter is connected to the one way channel.

Cell phones or any other electronic communication device is prohibited.

Data Acquisition

For non-National/National Qualifier events, the use of a karting style data acquisition systems, namely Mychron5, Mychron4 and Alfano Pro shall be permitted for use. The use of the available GPS beacon option shall be permitted for lap timing. No other sensors, such as temperature or wheel speed may be used.

Transponders

For scoring purposes all cars must have a working transponder. Wired transponders are permissible however may not be accepted if you travel to events in the United States. Wired transponders are to be hooked up directly to the battery or may be hooked up to the ignition switch. Under no circumstances is a transponder to be hooked up to a switch that operates the transponder only! It is your responsibility to ensure the transponder is mounted in the proper location and is working at all times. The series has a limited number of rental wireless transponders available on a first come, first serve basis.

Safety

All cars must pass a safety inspection and be "stickered" prior to the first race.

As per track insurance regulations, Fire extinguishers are mandatory. Cars must have a 2 ½lbs fire extinguisher with either a steel or aluminum head mounted in a steel mounting bracket and must be bolted down, and within driver's reach with seat belts fastened. Fire extinguisher must be serviced and inspected each year and dated no earlier than January 1st of the current year. All body-worn apparel (fire suit, gloves, etc) must be in good condition (no holes, etc).

All cars must be equipped with a quick release type, 5-point harness, and crotch belt is mandatory. All ends of the seat belt must be fastened to the roll cage or frame with grade 5 quality bolts, no less than (1/2) inches in diameter. The harness will be approved if it meets size and date specification and is in good condition. Seat belts with a manufactured date will expire after 3 years. Belts with the new sfi tag and expiry date will expire at the end of the month listed on the tag.

Hans ready belts with shoulder belts utilizing a 2" portion in the harness will also be accepted. Hans devices (and other SFI or FIA rated head and neck restraint system) are mandatory.