



2020 SPORTING REGULATIONS FOR LEGENDS OF THE 9 HOUR (162086)

The Legends of the 9 Hour racing club runs separate series for different racing cars based on time-bracket racing, technical specifications and FIA classification of racing cars.

- The club runs the following series:
- Pre 66/68 Sports and GT
- International Sports Prototypes and Trans-Am
- Legends V8's
- U2 Production Cars (Under two litres)
- Little Giants

There are defined sporting and technical regulations for each series in the club. There are also regulations applicable to all the series.

Regulations Applicable to all Series

- A) Competitors are encouraged to present their cars to the highest standard possible in period colour scheme. Sponsorship branding should be limited to that of the series sponsor and period decals. Personal sponsor decals may be used, but must not distract from the period colour scheme.
- B) Series with larger participation may have a representative in addition to the club chairman and MSA-TC.
- C) All competitors are required to have car number on both sides of the car that is suitably visible. In addition, a technical eligibility sticker (indicating a signed off HTP) is also to be shown on the car at all times.
- D) Series combination: On long circuits such as Kyalami, Phakisa, Killarney or East London, a series may be combined with another compatible series or category, while ensuring the look and presentation of the club is appropriate to the era of historic racing represented.
- E) Event structure:
 - E.1) Where possible the individual series will have their own start, if not, compatible series will be combined.
 - E.2) An event consists of a qualifying followed by races. The number, length and format of the races is at the digression of the club chairperson, series representatives and event organisers.
 - E.3) The starting order of race one is prescribed by the times set during qualifying. The finishing order of race one will serve as the starting order of the following race, unless other regulations stipulated here-in supersede this.
- F) A car that does not conform to its HTP or Balance of Performance review requirements will not be allowed to run.
 - F.1) The club chairperson and series representatives reserve the right to allow a competitor to run a non-conforming car in a single event.
- G) Drivers' championship points are awarded per heat as follows: 9, 6, 4, 3, 2, 1.

- G.1) 50% points if there are less than three starters in any particular class.
- G.2) 2/3rds of race distance to be covered.
- G.3) 10 Bonus points will be awarded upon receiving a grid placement (timed qualifying or race) for events away from the competitor's home base.
 - G.3.1) For Gauteng-based competitors, away races will occur at Dezzi, East London, Port Elisabeth and Killarney.
 - G.3.2) For coastal-based competitors, away races will occur at any circuit outside of their home province.
 - G.3.3) Coastal-based competitors will only receive bonus points for as many rounds as the Gauteng-based competitors have away races.

Example:

Season has 2x Zwartkops, 1x Kyalami, 1x Phakisa and 1x Dezzi rounds. A Gauteng competitor can receive a maximum of +20 bonus points at Phakisa and Dezzi.

Thus a coastal competitor can only score a maximum of +20 bonus points for races outside their province.

- G.3.4) If a car/driver combination breaks out of, or moves class during the season. They will begin scoring points in the new class, starting at 0 but retain the points for the old class.
- G.3.5) In addition to the series and class championships, a Legends of the 9 Hour Club Champion will also be awarded.
- G.3.6) The Legends of the 9 Hour Club Champion will be the driver with the maximum cumulative number of points for all cars raced in any class, irrespective of multiple entries at events or racing different cars at the same event.

H) Car contact is greatly discouraged for the purposes of politeness, costs and competitor relationships.

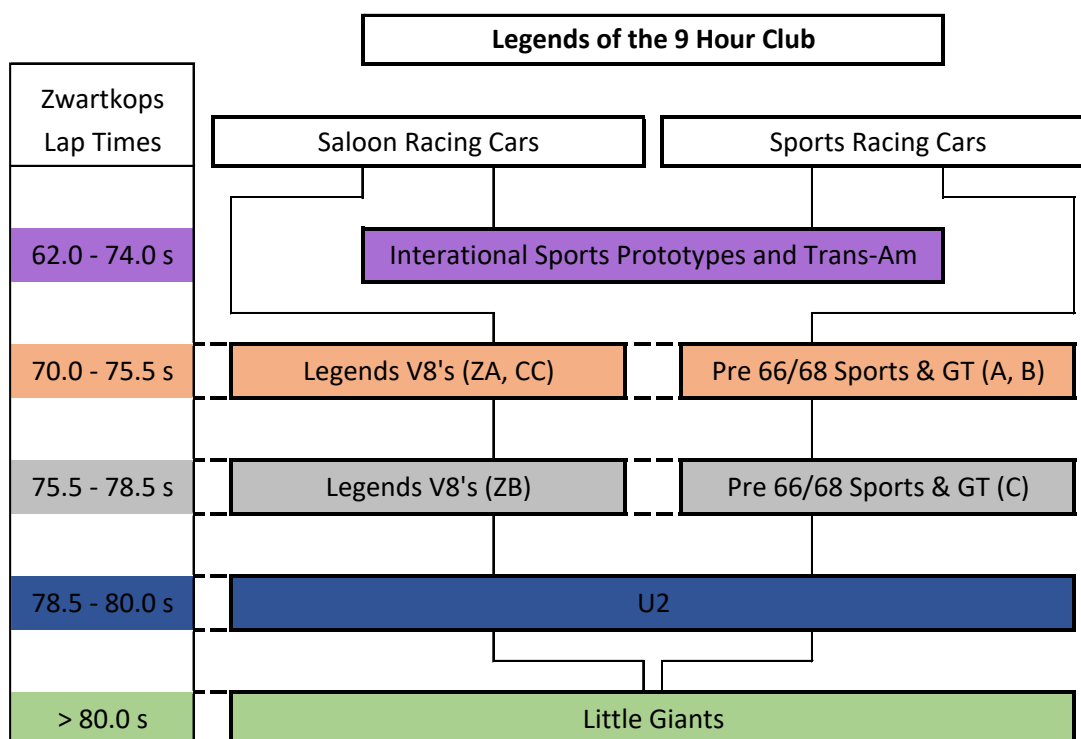
- H.1) The club chairman and series representative (in agreement) have the right to ban a competitor who displays extraordinary unsporting or reckless behaviour.
- H.2) The series representative reserves the right to investigate any incident and issue yellow cards at its discretion.
- H.3) All competitors are encouraged to fit a forward-facing camera in a position that allows a view out of the windscreen and of the steering wheel.
 - H.3.1) Footage must be made available upon request to the series representative and clerk of the course on an external memory device for viewing on a windows computer.
- H.4) Car contact in any timed session (qualifying or race) will result in a yellow card penalty for the guilty party/s. Car contact is discussed in park ferme after each session, during which incident reports are completed.
 - H.4.1) In the event of a contact not being reported, a yellow card will be given to both parties involved.
 - H.4.2) Each yellow card will result in 6 championship points being deducted from the competitor.
 - H.4.3) Yellow cards (for reported contacts) require evidence (dents, scratches, tyre marks, photographs, video footage, testimony)
 - 4.3.1) In the event of conflicting or lack of evidence, the series representative may hold over a decision for 1 race meeting until such time as enough evidence is available.
 - 4.3.2) If the series representative cannot make a definitive ruling (unclear guilty party or inconclusive evidence), the matter can be taken to the Clerk of the Course. The COC's decision is final.
 - H.4.4) If a driver is contacted in front of the rear wheel, both drivers may receive a yellow card regardless of guilt.

H.4.5) If a car is contacted on or behind the rear wheel, the incident is investigated. A yellow card may be given.

H.4.6) If a competitor receives 3 yellow cards in a season, they will be disqualified for the rest of that season.

I) Each class will have a target lap time at each circuit, with the Zwartkops lap time being the bench mark for all classes:

	Zwartkops	Kyalami	Redstar	Dezzi	Phakisa	Midvaal	Killarney
ISP A	-	-	-	-	-	-	-
ISP B	68.00						
SGT A CC	70.00	-	-	-	-	-	-
SGT B CC	72.00	-	-	-	-	-	-
ZA ISP C	74.00	-	-	-	-	-	-
SGT C ZB	75.50	-	-	-	-	-	-
U2	78.50	138.00	144.50 (cw)	90.00	125.00	-	-
LGA	80.00	140.00	145.50 (cw) / 143.00 (acw)	90.50	125.50		93.00
LGB	82.00	144.00	148.00 (cw) / 146.00 (acw)	95.00	130.00		95.50
LGC	85.00	150.00	153.00 (cw) / 152.00 (acw)	98.00	134.00		98.00



I.1) Breakout adjustments:

I.1.1) At Zwartkops, the breakouts may only be adjusted during the regulations meeting once per year.

I.1.2) The breakout of a class at a specific track may not be adjusted by more than one second per season if the track remains the same.

J) Breakout penalties apply to all classes. Should any competitor break through the prescribed target lap time during qualifying or a race, the following system will apply:

J.1) Breakout faster than the class margin stipulated below. Excessive breakout is defined as the class lap time minus the margin.

ZA	1.0s	LGA	0.5s
ZB	1.0s	LGB	0.5s
SGT A	1.0s	LGC	0.5s
SGT B	1.0s	ISP A	N/A
SGT C	1.0s	ISP B	1.0s
U2	1.5s	ISP C	1.0s
CC	1.0s		

J.1.1) Exceeding the margin in a breakout will result in the competitor immediately moving to the next fastest class they are eligible in and being disqualified from the results in the class they broke out from.

1.1.1) The competitor may then appeal in accordance with paragraph K of these general regulations.

J.2) Breakout slower than the margin will result in a penalty being applied.

J.2.1) In qualifying: the competitor will start the first race from the back of the grid.

2.1.1) In the event of multiple breakouts, the fastest competitor will be placed last, the second fastest second last, etc.

2.1.2) The series representative may decide whether the competitor starts from back of class or from the back of the entire grid based on the field size and lap time disparity.

J.2.2) In a race: a time penalty will be added to total race time in determining the final finishing position.

2.2.1) The penalty is applied once per lap faster than the breakout, but slower than the excessive breakout.

2.2.2) In the event of multiple breakouts, all competitors will receive penalties for each breakout lap.

Example:

Class lap time = 1:18.5, Margin = 1.5s thus Excessive breakout = 1:17.0

Competitor will receive a penalty for a lap time of 1:18.3 and move class for a lap time of 1:16.9

2.2.3) Per Lap Penalty's:

ZA	5.0s	LGA	5.0s
ZB	5.0s	LGB	5.0s
SGT A	5.0s	LGC	5.0s
SGT B	5.0s	ISP A	N/A
SGT C	5.0s	ISP B	5.0s
U2	5.0s (*)	ISP C	5.0s
CC	5.0s		

2.2.4) (*) The U2 class has the following additional break out penalties, where four penalties will be cumulatively applied for consecutive breakouts:

- a) Any competitor breaking the cut-off time for the first time in a race will receive a 20 second time penalty. This is in addition to the 5 second per lap that will be added as per 2.2.3)
- b) Any competitor breaking the cut-off time for the second consecutive time in a race will receive a 30 second time penalty. This is in addition to the 5 second per lap that will be added as per 2.2.3)
- c) A third consecutive transgression, either in a qualifying or a race, will place the competitor at the back of the grid for the next race, irrespective of their time during qualifying for that race meeting. In addition, the competitor will be stripped of all of their points for the race meeting in which the third consecutive transgression occurred.
- d) A fourth consecutive transgression will promote the competitor from U2 Legends to the next class.
- e) Penalties will be carried over to the next race meeting. If the competitor does not compete in the next race meeting, the cumulative penalties will not be carried over to the next meeting that the competitor does compete in.
- f) Penalties will recommence from a) after a competitor completes the next Race or qualifying within the cut-off time.

K) Driver Aids: No driver aids that assist the driver in managing their lap time are allowed, except in the International Sports Prototypes, SGT A and ZA classes.

L) Re-joining Class:

- L.1) A competitor that broke-out of a class, may, at any time, make a written application to the series representative and club chairman with a suitable plan to restrict their car to within the breakout to re-join the class.
- L.2) Said competitor may not run the breakout vehicle until the performance control plan has been implemented.

Pre-66/68 Sports & GT

- A) Status: Inland Club Championship
- B) Events: Per MSA Regional Inland Calendar
- C) Technical Regulations:
- Per HMSC National Regulations for Pre 1966/68 Sports & GT Cars
- D) Championship Awards: Overall regional champion plus class awards
- E) Classes:
- SGT A
 - SGT B
 - SGT C

Class SGT A cars that break the target lap time will be subject to balance of performance review.

- F) Running in Other Classes: A Competitor in Pre 1966/68 Sports & GT may compete in any other series provided the vehicle remains in its sanctioned Pre-1966/68 configuration.

G) Tyres:

G.1) Only DOT rated tyres may be used. Brands and compounds must however first be confirmed by the MSA-TC in writing

G.2) Maximum size: Front 4.75 x 1000 x 15 Rear 6.00 x 1200 x 15.

G.3) The same set of tyres must be used for three race meetings (qualifying and races) excluding practice sessions.

G.3.1) This rule is only applicable to sprint races.

G.4) Should an event take on the format of an endurance race for championship points, the club chairman and series representative will recommend a tyre rule dispensation for that particular event.

- H) Balance of Performance: The benchmark for determining a competitive level of performance for replica sports cars will be based on the power to weight ratio of mid and front engine cars representative of the original cars of the period.

H.1) The MSA-TC will be responsible the application of the balance of performance control parameters for class A cars as described below.

- Competition Weight
- Intake Restrictor Plate or Choke Tube Size
- Rev Limiter
- Tyre Size Front and Rear

H.2) Competition weight for class SGT A:

- Competition weight = Factor x Power Rating
- Power Rating = HP + Torque (ft./LBS)/2
- Factor = 2.30 kg (mid-engine cars) / 2.20 kg (front engine cars)

H.3) Engine performance will be assessed by the technical consultants in accordance with the technical specifications as described in the cars HTP document. Any additional information required must be made available by the car owner.

H.3.1) The engine will be allocated a power rating and the car a competition weight which will be recorded in the cars HTP document.

H.4) Application of Balance of Performance:

H.4.1) Balance of performance will be assessed every two race meetings, during which the technical consultants will look at the lap times achieved in qualifying and races.

H.4.2) The balance of performance control parameters as detailed in point H.1) above will be applied to bring the car back to the target lap time.

H.4.3) The balance of performance will apply to all cars that are assessed to be substantially the same.

H.4.4) Cars are considered to be substantially the same if: The car is from the same chassis manufacturer, the bodywork, engine rating and transmission are similar.

I) Other Regulations: None

Pre-1974 International Sports Racing Prototypes (including Le Mans GT cars)

- A) Status: Inland Club Championship
- B) Events: Per MSA Regional Inland Calendar
- C) Technical Regulations:
- Per HMSC National Regulations for Pre'1974 Sports Racing Prototypes plus Group 5 Production Cars.
- D) Championship Awards: Overall regional champion plus class awards
- E) Classes:
- ISP A
 - ISP B
 - ISP C
 - INV: The Club chairman and series representative may allow certain Pre 90 Sports and GT cars to run within the series by invitation. The decision will be made on the basis of compatibility of running with the Pre 74 ISP cars.
- F) Running in Other Classes: A Competitor in Pre-1974 International Sports Racing Prototypes may compete in any other series provided the vehicle remains in its sanctioned Pre-1974 International Sports Racing Prototypes configuration. Note that Pre 66/68 Sports and GT cars will be eligible to race in ISP on slick tyres.
- G) Tyres:
- G.1) Unrestricted
- H) Balance of Performance: No Balance of Performance
- I) Other Regulations: None

Pre-1966 Production Cars and Pre-1972 Champion of Champions Cars

A) Status: Inland Club Championship

B) Events: Per MSA Regional Inland Calendar

C) Technical Regulations:

- HMSC National Regulations for Pre-1966 Production Cars.

C.1) A special compensation is provided to competitors presenting Pre 68 Production Cars, allowing the cars to be run in this series on condition:

C.1.1) The competitor must present the car in the technical specification that corresponds to the Pre 66 Technical Regulations in terms of engine size, power to weight, suspension, brakes and tyres.

C.1.2) The car must be based on the same platform as a car produced, and raced Pre 66.

C.2) The club chairman, series representative and MSA-TC reserve the right to allow competitors with eligible cars to run in this class through unanimous agreement

D) Championship Awards: Overall regional champion plus class awards

E) Classes:

- CC - Champion of Champions
- ZA
- ZB

Cars that exceed the breakout times in CC and ZA will be subject to a balance of performance review. Refer balance of performance section below.

The club chairman, series representative and MSA-TC reserve the right to restrict the performance of any ZA car and set a bench mark per make and model of vehicle to keep within the breakout time.

F) Running in Other Classes: A Competitor in Pre-1966 Production Cars may compete in any other series provided the vehicle remains in its sanctioned Pre-1966 Production Car configuration.

G) Tyres:

G.1) In class CC & ZA only: DOT rated Bridgestone, Dunlop, Hoosier or Toyo tyres are allowed. Any other make must first be cleared by the MSA-TC in writing.

G.2) The same set of tyres must be used for three race meetings (qualifying and races), excluding practice sessions.

G.3) Maximum rim and tyre sizes for the make and model of cars competing in CC & ZA classes are set out below. (Rim Diameter/Tyre Size Front/Tyre Size Rear)

G.3.1) 16 inch/255X50X16/255X50X16:

- Chev Chevelle
- Ford Galaxie
- Chev Biscayne
- Chev Bel Air
- Plymouth Fury
- Ford Thunderbolt
- Dodge Charger
- Ford Fairlane

G.3.2) 16 inch/255X50X16/255X50X16:

- Chev Camaro – Model 69/71
- Ford Mustang – Model 69/71
- Studebaker Hawk

G.3.3) 15 inch/205X50X15/205X50X15:

- Datsun 240Z – Model 70/71
- Chev Camaro – Model 66/68
- Ford Mustang – Model 65/68
- Ford Mercury Comet
- Plymouth Barracuda
- Chev Nova
- Alfa GTA

H) Balance of Performance: The benchmark for determining a competitive level of performance for Pre 66 Production Cars will be based on the power to weight ratio representative of the original cars of the period.

H.1) The MSA-TC will be responsible the application of the balance of performance control parameters for class A cars as described below.

- Competition Weight
- Intake Restrictor Plate or Choke Tube Size
- Rev Limiter
- Tyre Size Front and Rear

H.2) Competition weight for class CC and ZA

H.2.1) Fitted with V8 engines:

- Competition weight = 3.0kg x Power Rating
- Power Rating = $\text{HP} + \text{Torque (ft.}/\text{LBS)}/2$

H.2.2) Fitted with 4 or 6 cylinder engines:

- Power to weight ratio of competition cars raced in the period

H.3) Engine performance will be assessed by the technical consultants in accordance with the technical specifications as described in the cars HTP document. Any additional information required must be made available by the car owner.

H.3.1) The engine will be allocated a power rating and the car a competition weight which will be recorded in the cars HTP document.

H.4) Application of Balance of Performance:

H.4.1) Balance of performance will be assessed every two race meetings, during which the technical consultants will look at the lap times achieved in qualifying and races.

H.4.2) The balance of performance control parameters as detailed in point H.1) above will be applied to bring the car back to the target lap time.

H.4.3) The balance of performance will apply to all cars that are assessed to be substantially the same.

H.4.4) Cars are considered to be substantially the same if: The car is from the same chassis manufacturer, the bodywork, engine rating and transmission are similar.

I) Other Regulations: None

U2 Production Cars (Under 2 litre Production and Sports Cars)

- A) Status: Inland Club Championship
- B) Events: Per MSA Regional Inland Calendar
- C) Technical Regulations:
- HMSC National Regulations for Pre-1966 Production Cars
 - Per HMSC National regulations for Pre 1966/68 Sports & GT Cars.
- D) Championship Awards: Overall regional champion plus class awards
- E) Classes:
- U2 – for saloon cars eligible
 - Nomads – for Sports and GT cars eligible
- F) Running in Other Classes: A Competitor in U2 may compete in any other series provided the vehicle remains in its sanctioned Pre 1966 Production Car configuration.
- G) Tyres:
- G.1) Any DOT rated semi-slick, road or historic racing tyre is allowed.
- G.2) Maximum rim and tyre size is 15" x 195
- G.3) Competitors are urged to use road tyres, historic rubber or a road-equivalent semi slick tyre instead of semi-slick tyres in order to control lap times.
- H) Balance of Performance: No balance of performance
- I) Other Regulations:
- I.1) Stickers: U2 Legends cars are identified by a black roundel with white race number.
- I.2) Driver Awards:
- The U2 representative may randomly and subjectively make award to any driver at any meeting. These awards will be presented over and above any trophies or rewards presented by the race organisers. These awards may be for, but not limited to, the following categories:
- Most improved driver
 - Most sporting driver
 - Best prepared car
- I.3) Eligible Cars: Including, but not limited to:
1. Alfa Romeo Giulia Ti and Ti Super
 2. Alfa Romeo Giulia Sprint GT and GTA
 3. BMW 1800 Ti, 1800 TiSA, and 2000 Lux
 4. Datsun Sports S311/Bluebird
 5. Fiat 1500 Sable
 6. Ford Anglia

7. Ford Cortina Mk1
8. Lancia Flavia
9. Lancia Fulvia
10. Lotus Cortina Mk1
11. Hillman Imp
12. Mini Cooper and Cooper S
13. Opel Kadett A
14. Opel Rekord
15. Renault R8 and R8 Gordini
16. Renault Dauphine and Dauphine Gordini
17. Saab 96 Sport
18. Triumph 2000
19. Volvo 122S
20. Vauxhall VX4/90

Little Giants (Production and Sports Cars)

- A) Status: Inland Club Championship
- B) Events: Per MSA Regional Inland Calendar
- C) Technical Regulations:
- HMSC National Regulations for Pre-1966 Production Cars
 - Per HMSC National regulations for Pre 1966/68 Sports & GT Cars.
- D) Championship Awards: Overall regional champion plus class awards
- E) Classes:
- LGA
 - LGB
 - LGC
- F) Running in Other Classes: A Competitor in Little Giants may compete in any other series provided the vehicle remains in its sanctioned Pre 1966/68 Sports and GT or Pre 1966 Production Car configuration (depending if the car is a Sports/GT car or a saloon).
- G) Tyres:
- G.1) Any DOT rated semi-slick, road or historic racing tyre is allowed.
- G.2) Maximum rim and tyre size is 15" x 195
- G.3) Competitors are urged to use road tyres, historic rubber or a road-equivalent semi slick tyre instead of semi-slick tyres in order to control lap times.
- H) Balance of Performance: No balance of performance
- I) Other Regulations: None