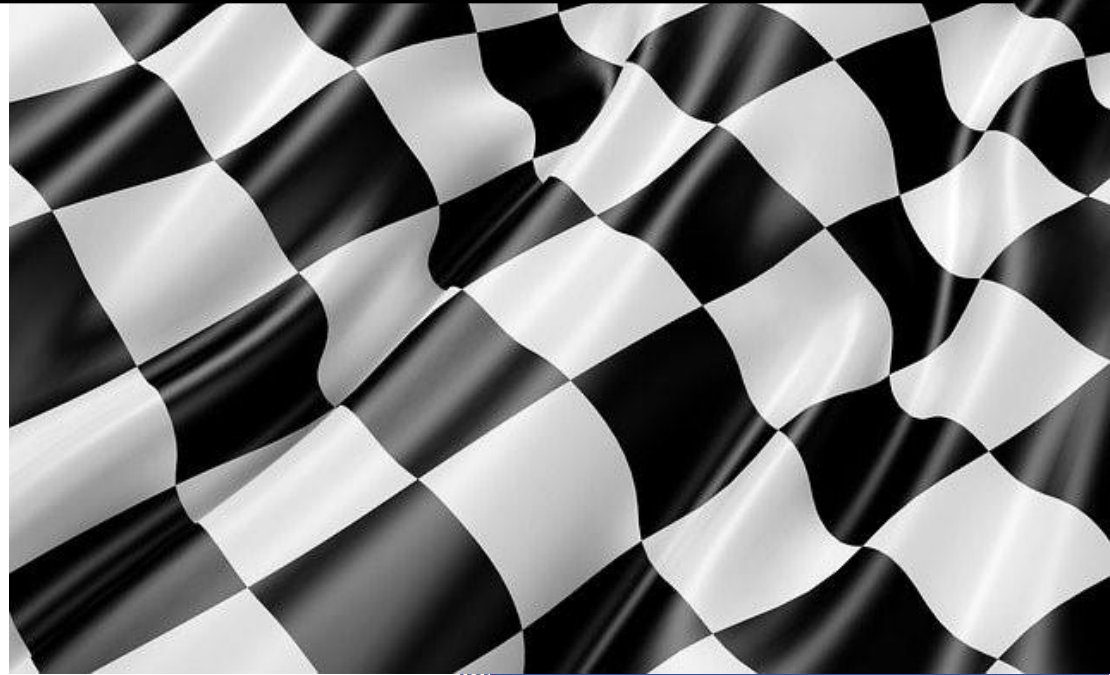




2022

## Club Standing Supplementary Regulations

### Legends of the 9 Hour Championship



Version 1

1 January 2022

Ref: 162592

## REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

## AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

## **2022 Regulations for Legends of the 9 Hour™ Categories**

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 historic racing cars.

- The club runs the following series:
- Le Mans/ Sebring Sports and GT - Pre 1969
- International Sports Prototypes and Trans-Am – Pre 1990
- Legends V8's – Pre 1966/ 1969
- U2 Production Cars – Pre 1965/68 and U2+
- \* “NOMADS”– Sports/ GT/ Production Cars - 1973
- Little Giants – Pre 1973
- Greats of the Past – Pre 2016/ by Invitation – Original cars.

\*” NOMADS” - “Le Mans/ Sebring, Sports/ GT and Production Cars”

There are defined sporting and technical regulations for each series in the club.

**NOTE:** Index of performance will be awarded for each series plus and overall Legends champion of Champion.

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### **1. Regulations Applicable to all Series**

- 1.1 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.
- 1.2 Series with larger participation may have a representative in addition to the club chairman and MSA-TC.
- 1.3 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. **PLEASE NOTE:** that an HTP rating is only in respect of the Legends series. Where we do allow “Special invitation Cars” the HTP sticker will be marked by invitation only.
- 1.4 Series combination: On away circuits such as Kyalami, Dezzi, 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.
- 1.5 Event structure:
  - 1.5.1 Where possible the individual series will have their own start, if not, compatible series will be combined.
  - 1.5.2 An event consists of qualifying followed by races. The number, length and format of the races is at the discretion of the club chairperson, series representatives and event organisers.
  - 1.5.3 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.

- 1.6 A car that does not conform to its HTP or Balance of Performance review requirements will not be allowed to run unless rated "invitation".
- 1.7 Drivers' championship points are awarded per heat as follows: 9, 6, 4, 3, 2, 1.  
50% points if there are less than three starters in any particular class.  
2/3rds of race distance to be covered.  
10 Bonus points will be awarded for events away from the competitor's home base.  
For Gauteng-based competitors, away races will occur at Dezzi, East London, Port Elizabeth and Killarney.  
For coastal-based competitors, away races will be at any circuit outside of their home province.  
Coastal-based competitors will only receive bonus points for as many rounds as the Gauteng-based competitors have away races.  
*Example:*  
*Season has 4x Zwartkops, 1x Kyalami, 1x Phakisa, 1x Dezzi, 1x Port Elizabeth, 1x East London and 1x Killarney rounds. A Gauteng competitor can receive a maximum of +50 bonus points at Phakisa, Dezzi, East London, Port Elizabeth, and Killarney.*  
*Thus a coastal competitor can only score a maximum of +50 bonus points for races outside their province. Should as per point "G" above be applicable then only half points will be awarded.*
- 1.8 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. Two set of points will be added for overall points for season.
- 1.9 In addition to the series and class championships, a Legends of the 9 Hour Champion will also be awarded.
- 1.10 The Legends of the 9 Hour 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.
- 1.10 Car contact is greatly discouraged for the purposes of "politeness", costs and competitor relations.
- 1.11 The club chairman and series representative (in agreement) have the right to ban a competitor who displays extraordinary unsporting or reckless behaviour.

The series representative reserves the right to investigate any incident and issue yellow cards at its discretion.

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.

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.

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, after which incident reports to be completed.

If the series representative cannot make a definitive ruling (unclear guilty party or inconclusive evidence), the matter may be taken to the Clerk of the Course. The COC's decision is final.

If a driver is contacted in front of the rear wheel, both drivers may receive a yellow card.

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

If a competitor receives 3 yellow cards during the season, they will be suspended and loose all accumulated points for the season.

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

	Zwartkops	Kyalami	Redstar	Dezzi	Phakisa	East London	P.E	Killarney
ISP A/ TA	-	-	-	-	-	-	-	-
ISP B/ TA	68.00	-	-	-	-	-	-	-
ISP C/ TA	72.00	-	-	-	-	-	-	-
ISP D/ TA	75.50	-	-	-	-	-	-	-
SGT A	70.00	-	-	-	-	-	-	-
SGT B	72.00	-	-	-	-	-	-	-
SGT C	76.00							
ZA = Legends	74.00	-	-	-	-	-	-	-
ZB	75.50	-	-	-	-	-	-	-
ZC + U2	75.50	-	-	-	-	-	-	-
Sports & GT + TA Class D	75.50							
U2	78.00	-	-	-	-	-	-	-
LG A	80.00	-	-	-	-	-	-	-
LG B	82.00	-	-	-	-	-	-	-
LG C	85.00	-	-	-	-	-	-	-
LG D	90.00	-	-	-	-	-	-	-

**NOTE:** ISP – International Sports & GT Pre 1990 includes Trans-Am cars. (TA)

SGT – Le Mans/ Sports & GT Pre 1969

ZA – Pre 1966/69 Production Cars. At the promoters discretion the cut-off times may be changed on the day where at the promoters discretion the cut-off time may be advised should the majority of class ZA competitors be 1.0 to 1.5 seconds quicker than 74.0 seconds.

“NOMADS” – Production/ Sports & GT

LG – LITTLE Giants

U2 – Under 2 Litres (Scored separately)

All Breakout adjustments will be at the discretion of promotor and category representative.

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

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

<b>ZA</b>	<b>1.0s</b>	<b>LGA</b>	<b>0.5s</b>
<b>ZB</b>	1.0s	<b>LGB</b>	0.5s
<b>SGT A</b>	1.0s	<b>LGC</b>	0.5s
<b>SGT B</b>	1.0s	<b>ISP A</b>	N/A
<b>SGT C</b>	1.0s	<b>ISP B</b>	1.0s
<b>U2</b>	1.0s	<b>ISP C</b>	1.0s
<b>"NOMADS"</b>	1.0s		

Exceeding the margin in a breakout will result in the competitor immediately moving to the next fastest class they are eligible in.

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

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

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

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

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.

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

The penalty is applied once per lap faster than the breakout.

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

Example: Under 2 Litre etc.

Class lap time = 1:18.5, Margin = 1.0s thus Excessive breakout = 1:17.5

Per Lap Penalty's:

<b>ZA</b>	<b>1.5s</b>	<b>LGA</b>	<b>5.0s</b>
<b>ZB</b>	1.5s	<b>LGB</b>	5.0s
<b>SGT A</b>	1.5s	<b>LGC</b>	5.0s
<b>ZC</b> <b>"NOMADS"</b>	1.5s	<b>Greats</b>	N/A
<b>SGT B</b>	1.5s	<b>ISP A</b>	N/A
<b>SGT C</b>	1.5s	<b>ISP B</b>	5.0s
<b>U2</b>	5.0s	<b>ISP C</b>	5.0s

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

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 5.0 second per lap that will be added as per 0

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 5.0 second per lap that will be added as per 0

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.

A fourth consecutive transgression will promote the competitor from U2 Legends to the next class. ("NOMADS" or class ZB)

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 be carried over to the next meeting that the competitor competes.

Penalties will recommence from 0 after a competitor completes the next Race or qualifying within the cut-off time.

Driver Aids: No driver aids that assist the driver in managing their lap time are allowed, this is applicable to all Legend categories.

Re-joining Class:

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.

Said competitor may not run the breakout vehicle until the performance control plan has been implemented.



## Le Mans/ Sebring Sports & GT Pre 1969

A) Status: Club Championship

Events: Per MSA Regional Inland Calendar

Technical Regulations:

- Per HMSC National Regulations for Pre 1969 Sports & GT Cars

Championship Awards: Overall regional champion plus class awards

Classes:

- SGT A
- SGT B
- SGT C (Includes "NOMADS") Sports, GT, Legends Production Cars

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

Running in Other Classes: A Competitor in Le Mans Sports & GT may compete in any other series provided the vehicle remains in its sanctioned Pre-1969 configuration.

Tyres:

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

Maximum size: Front 4.75 x 1000 x 16 Rear 6.00 x 1200 x 16.

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

This rule is only applicable to sprint races.

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.

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.

The MSA-TC will be responsible for 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

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)

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.

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

Application of Balance of Performance:

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.

The balance of performance control parameters as detailed in point 0 above will be applied to bring the car back to the target lap time.

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

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.

**Pre-1974 With Invitation Up To 1990 International Sports Racing Prototypes (Including Le Mans GT Cars and Trans-AM)**

B) Status: Club Championship

Events: Per MSA Regional Inland Calendar

Technical Regulations:

- Per HMSC National Regulations for Pre'1974 plus Invitation Pre1990 Sports Racing Prototypes plus Group 5 Production Cars.

Championship Awards: Overall regional champion plus class awards

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.

Running in Other Classes: A Competitor in the ISP may compete in any other series provided the vehicle remains in its sanctioned ISP configuration.

*Note: That Le Mans Sports and GT plus production cars will be eligible to race in ISP on slick tyres.*

Tyres:

Unrestricted

Balance of Performance: No Balance of Performance

Trans-Am: Production cars in USA up to 1974:

Four classes. (Refer to lap time on page 4

Class A: No cut-off lap times at this stage.

## **Legends V8's Pre 1966/68**

C) Status: Inland Club Championship

Events: Per MSA Regional Inland Calendar

Technical Regulations:

- HMSC National Regulations for Pre-1966 Production Cars.

A special dispensation is provided to competitors presenting Pre 68 Production Cars, allowing the cars to be run in this series on condition:

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.

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

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

Championship Awards: Overall regional champion plus class awards

Classes:

- ZA
- ZB Includes "NOMADS" Le Mans Sebring Sports & GT + Production Cars

Cars that exceed the breakout times in ZA and ZB 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 benchmark per make and model of vehicle to keep within the breakout time.

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.

Tyres:

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

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

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

16 inch/255X50X16/255X50X16:

- Chev Chevelle

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

16 inch/255X50X16/255X50X16:

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

16 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

Balance of Performance: The benchmark for determining a competitive level of performance for Legends V8's cars will be based on the power to weight ratio representative of the original cars of the period.

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

Competition weight for class ZA

Fitted with V8 engines:

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

Fitted with 4 or 6 cylinder engines:

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

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.

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

Application of Balance of Performance:

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.

The balance of performance control parameters as detailed in point 0 above will be applied to bring the car back to the target lap time.

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

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.

## U2 Production Cars, LITTLE Giants & "NOMADS"

D) Status: Inland Club Championship

Events: Per MSA Regional Inland Calendar

Technical Regulations:

- HMSC National Regulations for Pre-1966 Production Cars
- Per HMSC National regulations for Pre 1966/68 Sports & GT Cars.
- Pre 1973 Production Cars
- Pre 1973 Sports & GT Cars

Championship Awards: Overall regional champion plus class awards

Classes:

- U2 – for pre 1966 saloon cars eligible
- U2 – for pre 1973 saloon cars eligible
- "NOMADS"– for Saloon, SGT cars eligible (Includes with Le Mans/ Sebring Sports & GT)

Running in Other Classes: A Competitor in U2 may compete in any other series provided the vehicle remains in its sanctioned U2 Production Cars or Nomad configuration.

Tyres:

Any DOT rated, road or historic racing tyre is allowed.

Maximum rim and tyre size is 15" x 195

Competitors are urged to use road tyres, historic rubber or a road-equivalent semi slick tyre.

Balance of Performance: No balance of performance

Other Regulations:

Stickers: U2 Production cars may be identified by a black roundel with white race number.

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

Eligible Cars for U2 Production Cars: Including, but not limited to:

- Alfa Romeo Giulia Ti and Ti Super
- Alfa Romeo Giulia Sprint GT and GTA
- BMW 1800 Ti, 1800 TiSA, and 2000 Lux
- Datsun Sports S311/Bluebird
- Fiat 1500 Sable
- Ford Anglia
- Ford Cortina Mk1
- Lancia Flavia
- Lancia Fulvia
- Lotus Cortina Mk1
- Hillman Imp
- Mini Cooper and Cooper S
- Opel Kadett A
- Opel Rekord
- Renault R8 and R8 Gordini
- Renault Dauphine and Dauphine Gordini
- Saab 96 Sport
- Triumph 2000
- Volvo 122S
- Vauxhall VX4/90
- Toyota GT5 Coupe
- Mini Clubman
- Flatnose Alfa Sprints
- Ford Escort
- Ford Capri
- Alfa Berlina
- Volvo 144
- Fiat 124 & 125
- BMW 2002
- Datsun SSS

Regarding U2 and LG, Pre 73 would include the following:

- Citroen GS
- Opel Ascona
- Opel Manta
- Mazda RX-2/Capella
- Toyota Celica
- Triumph Dolomite
- Alfasud
- Alfa Alfetta



- BMW 5-Series (E12)
- Fiat 132 (not 131)
- Lancia Beta
- Renault 5

### **LITTLE Giants (Production and Sports Cars)**

E) Status: Club Championship

Events: Per MSA Regional Inland Calendar

Technical Regulations:

- HMSC National Regulations for Pre-1966 Production Cars
- Per HMSC National regulations for Pre 1966/68 Sports & GT Cars.
- Regulations for Pre 1973 cars as above

Championship Awards: Overall regional champion plus class awards

Classes:

- LGA
- LGB
- LGC
- LGD – New class by invitation

Running in Other Classes: A Competitor in Little Giants may compete in any other series provided the vehicle remains in its sanctioned Little Giants configuration.

Tyres:

Any DOT rated, road or historic racing tyre is allowed.

Maximum rim and tyre size is 15" x 195

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.

Balance of Performance: No balance of performance

Other Regulations: None

**"NOMADS"– Sports/ GT/ Production Cars/ Class C Le Mans/ Sebring and Legends Class B**

A) Status: Club Championship

Events: Per MSA Regional Inland Calendar

Technical Regulations:

- 

Championship Awards: Overall regional champion plus class awards

Classes:

- Classes will be determined by competitor support.
- There will however only be two classes.
- From 75.50 seconds (Zwartkops)
- Class E 80/78.50
- Class D 78.5 to 75.50

Tyres:

DOT-rated tyres.

Other Regulations: All other terms and regulations will apply per LITTLE Giant and Under 2 Litre.

**The Greats of the PAST up to 2016. Modified (National Production Cars)**

B) Status: Club Championship

Events: Per MSA Regional Inland Calendar

Technical Regulations:

- As per period.

Championship Awards: Overall club, category champion plus class awards.

Classes:

- Classes will be determined on competitor support.
- There will however only be two classes.

Tyres:

Period Cars – DOT or slick tyres which represented the marque with significant racing/ driver history.

Other Regulations:

Car must represent as raced in the period.

No additional modifications.

Strictly by invitation.