

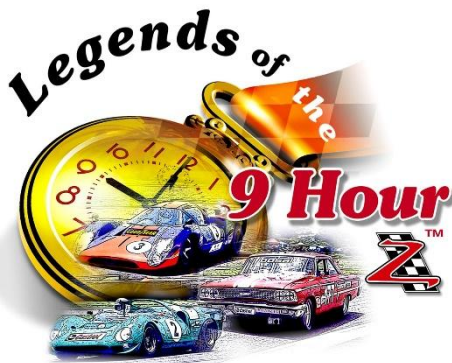


MSA HISTORIC LEGENDS OF 9 HOUR CLUB REGULATIONS

VERSION 1

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WWW.MOTORSPORT.CO.ZA



RACING CLUB

R55, Pretoria West
P.O. Box 21358, VALHALLA, 0137
Tel: 012 384 2299
Fax: 086 544 6118
Email: admin@zwartkops.co.za

2026 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 LEGENDS OF THE 9 HOUR SERIES:

- Le Mans/ Sebring Sports and GT - Pre 1974/ Pre Oil Crises
- International Sports Prototypes, Trans-Am and Shelby and Can-AM – Pre 1974/ 2000
- Legends V8's – Pre 1966/ 1974
- U2 and U2+ (includes plus 2 litre) Production Cars – Pre 1965/76
- Little Giants – Pre 1974/1976 – Sports & GT
- Greats of the Past – Pre 2016/ by Invitation.
- Pre 2006 CLASSIC GT (Extreme Super/ GT/ Production Cars)

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

VIP: As the series is based on time-based classes, NO Timing devices of any form will be allowed.

NOTE:

Each category in Legends of the 9 HOUR will keep their respective identity. However, where such category cannot fill a full grid, the promoters will split the entries into two/three specific time groups at Zwartkops.

Thus: Legends Group A All Sports & GT, and Production Cars faster than 75 seconds
Legends Group B All Sports & GT, and Production Cars slower than 75 seconds

Classes will be based per page 3 championship points will accrue as per the respective groups i.e.: ISP/ Trans-AM/ Le Mans Sports & GT, Legends Production Cars, and LITTLE Giants.

NOTE: ONLY CARS THAT HAVE BEEN OUT OF PRODUCTION FOR 30 YEARS ARE ELIGIBLE FOR HISTORIC/ CLASSIC RACING. THIS PROVISIO EXCLUDES BY INVITATION PRE-2006 CARS

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. **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. MSA has agreed to HTP classifications which is attached to these regulations.
- D) 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.
- E) Event structure:
 - E.1) Where possible the individual series will have their own event, if not, compatible classes will be combined.
 - E.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.
 - 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 unless rated "invitation". (see above) invitation cars will not be eligible for championships points.
- 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 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 Elizabeth and Killarney.
 - G.3.2) For coastal-based competitors, away races will be 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 4x Zwartkops plus 1 Red Star Raceway events. All other participative events will be non-championship, unless the specific event is declared as a championship.

- 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. Two set of points will be added for overall points for the season. This only applies per category.

G.3.5) In addition to the series and class championships, a Legends of the 9 Hour Champion will also be awarded.

G.3.6) The Legends of the 9 Hour Champion will be the driver with the maximum cumulative number of points for a nominated car i.e. the competitor may compete in a number of cars in the series, however points for overall champion can only be accumulated in one category/ car.

H) Car contact (rubbing) is discouraged for the purposes of “politeness”, costs and competitor relations.

H.1) The club chairman and series representative (in agreement) have the right to ban/ suspend 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) 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.

H.4) Car contact in any timed session (qualifying or race) will result in a yellow card penalty for the guilty party/s. Incident reports to be completed within 30 minutes of the event.

H.4.1) 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.

H.4.2) If a car is contacted in front of the rear wheel, both drivers may receive a yellow card.

H.4.3) If a car is contacted on or behind the rear wheel, the incident is to be investigated. A yellow card may be given.

I) 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
CLASSIC GT A	63.00	-	-	-	-	-	-	-
CLASSIC GT B	66.00	-	-	-	-	-	-	-
ISP A/ TA	-	-	-	-	-	-	-	-
ISP B/ TA	68.00	-	-	-	-	-	-	-
ISP C/ TA	70.00	-	-	-	-	-	-	-
SGT A	69.00	-	-	-	-	-	-	-
SGT B	72.00	-	-	-	-	-	-	-
SGT C	75.00	-	-	-	-	-	-	-
ZA+ = Legends	72.00	-	-	-	-	-	-	-

ZA = Legends	74.00	-	-	-	-	-	-	-
ZB = Legends	76.00	-	-	-	-	-	-	-
U2+	76.00	-	-	-	-	-	-	-
LG A	78.00	-	-	-	-	-	-	-
LG B	80.00	-	-	-	-	-	-	-
LG C	82.00	-	-	-	-	-	-	-
LG D	85.00+	-	-	-	-	-	-	-

Tyre differentiation to be determined/ Semi or full slick.

NOTE: *Classic GT GT3/ GT/ Modified production cars (Pre 2006) Class A 63 seconds/ Class B 66 seconds
ISP – International Sports & GT Pre 1980/2000 INCLUDES Trans-Am cars (TA), Shelby and Can-AM.*

SGT – Le Mans/ Sports & GT Pre 1974 Pre oil crises

ZA – Pre 1970 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 seconds quicker than 74.0 seconds. ZA+ is +72.0 seconds

LG – LITTLE Giants Pre 1974/1976

U2 – Under 2 Litres (Scored separately) Plus U2 plus 2 Litres. (3,5 Litre)

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

**See note on classes Trans-Am on Page 9*

J) ISPD/ TA will run with Legends ZB cut-off 76.5 Seconds. These cars can race on slicks or DOT rated tyres. Trans AM D is a separate class with championship status. Eligibility 1974/ 1990.

K) 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:

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

ZA	2.0s	LGA	0.5s
ZB	2.0s	LGB	0.5s
SGT A	2.0s	LGC	0.5s
SGT B	1.0s	ISP A	2.0s
SGT C	1.0s	ISP B	2.0s
U2+	1.0s	ISP C	1.0s
Classic GT	2.0		

K.1.1) Exceeding the margin in a breakout will result in the competitor moving to the next fastest class they are eligible in.

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

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

K.2.1) In qualifying: the competitor will start the first race from the back of the grid in their representative class.

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

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.

K.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.

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

a) Any competitor breaking the cut-off time for the first time in a race will receive a 10 second time penalty. This is in addition to the 1.5 second per lap that will be added as per above.

b) 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.

c) 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.

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

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

M) Re-joining Class:

M.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.

M.2) Said competitor may not run the breakout vehicle until the performance control plan has been implemented.

Le Mans/ Sebring Sports & GT Pre 1974

- A) Status: Club Championship
- B) Events: Per MSA Regional Inland Calendar
- C) Technical Regulations:
- Per HMSC National Regulations for Pre-1973/1974 Oil Crises
 - Championship Awards: Overall regional champion plus class awards
- D) 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.

E) 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-1974 configuration.

F) Tyres:

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

F.2) Maximum size: Front 4.75 x 1000 x 16 Rear 6.00 x 1200 x 16.

NOTE: Any decision from maximum size will be consider "special dispensation "and subject to T/C and other competitors' approval.

F.3) Wheel diameter: 1 inch below or above original factory specification.

G) Balance of Performance: The benchmark for determining a competitive level of performance for continuation 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.

G.1) 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

G.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)

G.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.

G.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.

G.4) Application of Balance of Performance:

G.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.

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

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

G.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.

Pre-1990 With Invitation Up To 2000 International Sports Racing Prototypes (Including Le Mans GT Cars, Trans-AM Shelby and Can- AM)

- A) Status: Club Championship
- B) Events: Per MSA Regional Inland Calendar
- C) Technical Regulations:
- Per HMSC National Regulations for Pre2000 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 2000 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 90 ISP cars.
- F) 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.*
- G) Tyres:
- G.1) Unrestricted
- H) Balance of Performance: No Balance of Performance
- I) Trans-Am: Production cars in USA up to 1990:
- I.1) Class A to C same as ISP
- I.2) Lap times under 74 Sec
- J) Trans-AM class D will be eligible to compete with the Legends classics (open tyre option).
- J.1) Pre 1974 plus 2000 (By Invitation)
- J.2)** Trans-AM D is a separate class with own championship (refer to page 4)

Legends V8's Pre 1966/70

A) Status: Inland Club Championship

B) Events: Per MSA Regional Inland Calendar

C) Technical Regulations:

- HMSC National Regulations for Pre-1970 Production Cars.

C.1) A special dispensation is provided to competitors presenting Pre 70 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 68 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 68.

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

D) Championship Awards: Overall champion plus class awards

E) Classes:

- ZA+ (Engine and drivetrain modified legend Cars)
- ZA
- ZB

Cars that exceed the breakout times in ZA+, 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.

F) Running in Other Classes: A Competitor in Pre-1970 Production Cars may compete in any other series provided the vehicle remains in its sanctioned Pre-1970 Production Car configuration.

G) Tyres:

G.1) In class ZA/ ZB only: DOT rated are allowed.

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 ZA classes are set out below. (Rim Diameter/Tyre Size Front/Tyre Size Rear)

G.3.1) The maximum rim size will be up to 17 inch and tyre size 225/50/16 plus all wheels must fit into the original wheel well. No rolling of wheel archers will be allowed. The tyres available are complicated in the short-term dispensation "being granted in the event of no tyres being available such dispensation must be applied in writing and with written permission from the TC. the Wheel size is up to a maximum of 17 inch remains in force with no dispensation.

G.4) 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

G.5) Wheel diameter: 1 inch below or above original factory specification.

G.6) Competition weight for class ZA

G.6.1) Fitted with V8 engines:

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

G.6.2) Fitted with 4 or 6 cylinder engines:

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

G.7) 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.

G.7.1) The engine will be allocated a power rating and the car a competition weight which will be recorded in the cars HTP document.

G.8) Application of Balance of Performance:

G.8.1) 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.

G.8.2) The balance of performance control parameters as detailed in point G.4) above will be applied to bring the car back to the target lap time.

G.8.3) The balance of performance will apply to all cars that are assessed to be substantially the same.

G.8.4) 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.

G.8.5) V8 engine cars weighing more than 1300Kg (i.e. kerb weight less 10%) are permitted to use a hydraulic power steering from January 2026 onward

LITTLE Giants, Sports, GT and U2 Production Cars

A) Status: Inland Club Championship

B) Events: Per MSA Regional Inland Calendar

C) Technical Regulations:

- HMSC National Regulations for Pre-1974 Production Cars
- Per HMSC National regulations for Pre 1966/74 Sports & GT Cars.

Note: special invitation cars which have public appeal can be included on a non-championship basis.

D) Championship Awards: Overall regional champion plus class awards

E) Classes:

- U2 – for pre 1974 saloon cars eligible / U2+ (3,5 Litre)
- LGA
- LGB
- LGC

F) Running in Other Classes: A Competitor in U2 may compete in any other series provided the vehicle remains in its sanctioned U2 Production Cars

G) Tyres:

G.1) Any DOT rated, road or historic racing tyre is allowed.

G.2) Maximum rim and tyre size is 16" x 195

G.3) Competitors are urged to use road tyres, historic rubber or a road-equivalent semi slick tyre (DOT).

G.4) Wheel diameter: 1 inch below or above original factory specification.

H) Balance of Performance: No balance of performance

I) Other Regulations:

I.1) Stickers: U2 Production cars may be 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
- Most unique car

The Classic GT's (Classic GT/ GT3/ Modified production cars)

- A) Status: Club Championship
- B) Events: Per MSA Regional Inland Calendar
- C) Technical Regulations:
- As per period.
- D) Championship Awards: Overall club, category champion plus class awards.
- E) Classes:
- Class A 63 Seconds
 - Class B 66 Seconds

Tyres:

- E.1) Period Cars – DOT or slick tyres.
- E.2) Wheel diameter: 1 inch below or above original factory specification.

F) Other Regulations:

- F.1) Car must represent as raced in the period.
- F.2) No additional modifications.
- F.3) Strictly by invitation.