

The



Springbok Series

2011/2012

The Springbok Series 2011/2012 comprises a number of endurance racing events of varying durations of length to be held in South Africa during late 2011 and early 2012, to wit:

Round 1	Zwartkops	90 Minutes	19 th November 2011
Round 2	Kyalami	3 Hour	3 rd December 2011
Round 3	Killarney	1 Hour	4 th February 2012

In addition to the Supplementary Regulations issued for each event, these basic rules and regulations will apply as if they formed part of said Supplementary Regulations:

- 1 As the Springbok Series is based on the Springbok Series which ended in 1973, only vehicles manufactured or replicating those manufactured before 31st December 1973 are permitted to score in the Springbok Series. Vehicles that were built or replicating those built before 31st December 1976 (i.e. pre 1977) are permitted to compete in the individual events but are NOT permitted to score in the Springbok Series.

In the event that the Endurance Race is oversubscribed, preference will be given to Pre 74 Entrants.

The Springbok Series is open to Historic Sports & GT Cars and Saloon Cars complying with the following 2011 technical regulations as published by MSA:

MSA Historic Pre 77 Sports & GT and Pre 77 Historic Saloons (Appendix C & A)
MSA Historic Pre 68 Sports & GT and Pre 66 Legends of the 9-Hour. (Appendix D & B)
HRSA Classic Thoroughbred Saloons
ZOC Pre 72 Trans Am
ZOC Pre 74 ISP
WPMC Pre 72 Saloon Cars
FIA compliant cars Groups 1 to 7 of Appendix J and FIA eligible compliant cars.

- 2 No relay teams are permitted and each car may use one or more drivers. Competitors are encouraged to form teams (3 cars) irrespective of class or category.



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3 **Period Categories:**

Pre 1968
Pre 1974

The category will be determined by the date of manufacture of the car or the date represented by a replica or continuation car.

4 **Tyre Regulations.**

Pre 68 cars must run on treaded tyres. **Slicks are not permitted.**

The use of the Bridgestone RE55 and the Dunlop D01J, DZ02G and DZ03G "Direzza" "rally slick" is permitted for use in the Pre 66 category.

The Hoosier Sports Car Radial tyre is **NOT** permitted.

The Pre 74 category may use slick tyres.

5 **Classes:**

Classes will be based on capacity.

Sports Racing Cars:

Class N over 5000cm
Class P 3000cm to 4999cm
Class R 2000cm to 2999cm
Class S 1300cm to 1999cm
Class T up to 1299cm

A 5% oversize in capacity will be allowed in each class.

Production Sports & GT Cars and Saloon Cars:

Class U over 5000cm
Class V 3000cm to 4999cm
Class W 2000cm to 2999cm
Class X 1600cm to 1999cm
Class Y 1300 cm to 1599cm
Class Z up to 1299cm

A 5% oversize in capacity will be allowed in each class.

Capacity for classing will be taken as the **ACTUAL** declared capacity of the competing vehicle less the 5% allowance. The penalty for false declaration will be exclusion from the event.

Cars with forced induction and all Rotary engined cars will be subject to an equivalency factor of 1.4 by which their actual capacity will be multiplied to determine a capacity for classing purposes.



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6 Scoring:

All drivers competing in the three hour Endurance Race will be eligible to score points by class and category and Index of Performance for the Springbok Series of 2011/2012 as follows:

Drivers sharing a car will score equal points as below.

Drivers who enter in more than one car must nominate the car in which they will be scored prior to the race. Drivers will not be allowed to score in more than one car in one race.

By category from 1st to 10th place

Pre 66 10,9,8,7,6,5,4,3,2,1

Pre 74 10,9,8,7,6,5,4,3,2,1

By class from 1st to 10th place. 10,9,8,7,6,5,4,3,2,1.

Index of Performance (irrespective of class or category) 1st to 15th place
15,14,13,12,11,10,9,8,7,6,5,4,3,2,1

All points scored by each driver in Category and Class will be added to determine an overall winner of the series.

The Index of Performance will be scored as a separate competition.

7 Trophies.

Overall irrespective of class.

1st overall Driver(s) and Team Manager

2nd overall

3rd overall

Category Awards

1st / 2nd / 3rd.

Class Awards.

1st/2nd/3rd

Index of Performance (irrespective of class or category)

1st overall

8 Drivers.

A maximum of 3 drivers is allowed. The drivers must be nominated by the team prior to the event. No driver is permitted to drive for more than a maximum of two hours without a break of 15 minutes.

9 Qualification as a finisher.

A competing car must cross the finishing line on the circuit after the chequered flag has been shown to qualify as a finisher irrespective of the fact that he/she may have completed 66% of the race distance. Race distance will be defined as the number of laps completed by the fastest car in each class.



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Only cars that have completed the race and have been classified as a finisher may score towards Index of Performance.

10 In car timing.

No in car timing is permitted. The penalty is exclusion.

11 In car communications.

No in car communications (ship to shore) are allowed. The penalty is exclusion.

12 Qualifying.

Qualification times will only be taken from the official practice session for the Springbok Series event. Drivers failing to qualify in the correct practice session will be placed at the back of the grid. Only one driver need qualify.

13 During the Endurance race, pitting for driver change or refuelling is allowed during safety car periods.

14 Pit Stops

A maximum of 3 crew members may tend the car at any given time while the car is on Pit Road.

Should the car require to be refuelled in that period, the driver shall be out of the vehicle for the time in which the fuel is being replenished.

A maximum of 2 crew members may carry out refuelling.

Both crewmembers responsible for refuelling will wear flameproof overalls, full-face helmets and fire retardant gloves..

A fire marshal shall be present, ready and prepared during refuelling.

No further work can take place on or around the car during the time refuelling is in process.

Routine maintenance such as tyre changes, brake inspection/replacement, etc are permitted in the time the car is dead but only should no refuelling be in process.

Spillage of fuel during refuelling shall be penalised with a penalty of 1 lap.

Any work beyond accepted routine pitstop maintenance or any work requiring more than 3 crew members to complete will require cars to be pushed back into its pit box until such time the car is once again raceworthy.

The front three bays of all pit boxes are to be kept clear at all times during racing.

The vehicle shall restart under its own power.

Should a car be push-started following a pit stop, a penalty of 1 lap will be imposed.

15 Formation Laps

Prior to the start of the race, the pit lane will be opened. Competitors may complete an installation lap and form up on the grid in starting order. Should an additional installation lap



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be required, the competitor may do so by driving down the pit lane. The pit lane will remain open for 5 minutes and will be closed 5 minutes before the scheduled start time.

16 Outside assistance

In the event of a car breaking down on the circuit, no outside assistance is permitted other than the track marshals moving the car to a safe position if it is deemed to be in an unsafe one. Such assistance may not be used to restart the engine.

The driver only is permitted to make repairs and only with tools carried on the vehicle.

No refueling or replenishment of oil or water is allowed on circuit other than in the designated pit area.

No other person except the track marshals or driver may touch the car outside of the pit area or starting grid.

The penalty for non compliance is exclusion.

17 Lights

Irrespective of the lighting regulations contained in the eligibility regulations for the various categories, all vehicles competing in the Springbok Series Event where the event regulations specify that the race will or may be run into low light conditions will be required to have the following:

Two working headlights.

Two working taillights.

Two working brake lights, where originally fitted to the vehicle.

Four working indicators where originally fitted to the vehicle.

A maximum of two additional front facing spotlights may be fitted.

A maximum of two forward facing marker lights may be fitted in a non white colour.

A "lighting up" time will be specified by the Clerk of the Course in the final instructions for the event. Should weather conditions require a different (ie brought forward) "lighting up" time and at the Clerk of the Course's discretion after the race start, this will be conveyed to competitors by a board displayed for 3 laps at the start line containing the legend, "Lights On".

Non compliant vehicles will be black flagged and must return to the pits for repairs to the lights and inspected by an official of the meeting for compliance prior to returning to the circuit.



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