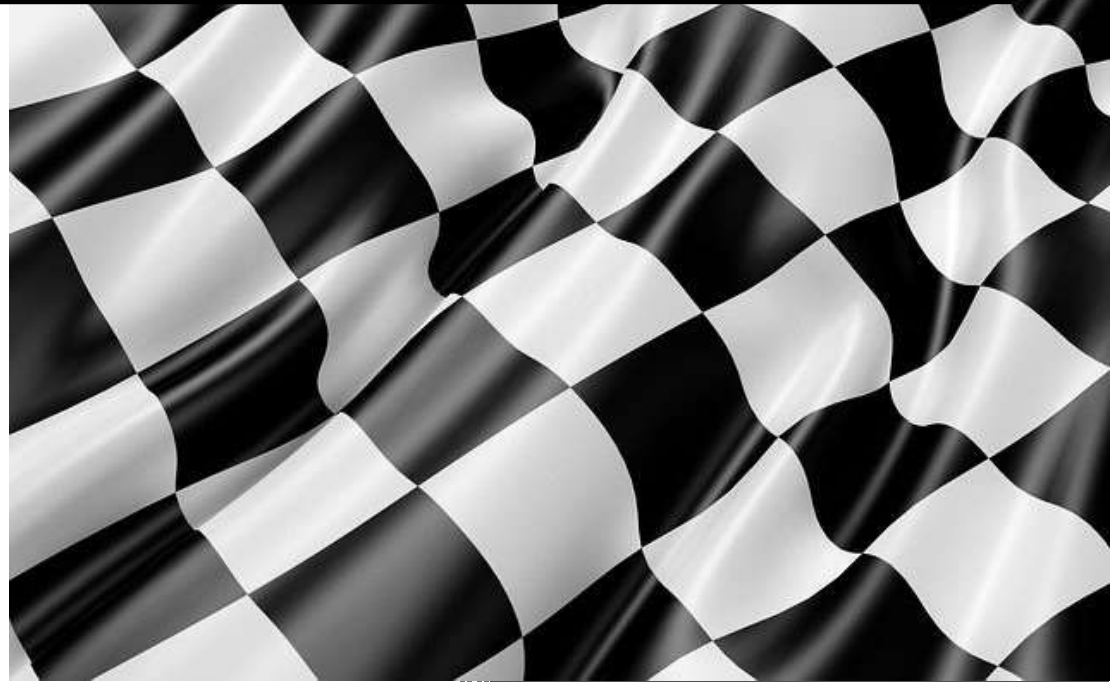




2024

Club Standing Supplementary Regulations

Border Coastal Challenge Car Championship



Version 1

1 January 2024

Ref: 163153/144

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

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. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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32. COMPLIANCE WITH REGULATIONS

All race meetings shall be held under the 2024 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS

The controllers, organizers and promoters of the championship will be the BMSC. All championship events will be run under the auspices of BMSC, in consultation with the BMSC Coastal Challenge car sub-committee.

2. VENUE

All championship rounds will be held at East London Grand Prix circuit.

3. AIM OF THE CHAMPIONSHIP

To declare the overall BMSC COASTAL CHALLENGE CLUB CHAMPION and to announce the winners of the various classes.

4. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2024.

5. ELIGIBILITY OF DRIVERS

5.1 Competitor's age: Refer SSR1

5.2 The Championship will be open to all drivers who are members of the Border Motor Sport Club, and the Border HRCR Club.

5.3 All eligible drivers must be in possession of a minimum of a current MSA CLUB circuit racing competition licence valid for car racing, as appropriate.

6. INCIDENT REPORTS

6.1 Every driver is to return their completed incident report form to the Clerk of the Course as soon as possible after having either retired from or completed the event (Refer SSR 61).

6.2 Incident reports to be submitted after any incident with any competitor, family or pit crew.

7. ELIGIBILITY OF VEHICLES

7.1 These BMSC COASTAL CHALLENGE Cars shall be defined as production type cars raced, registered, produced and marketed in South Africa prior to 31 December 1981.

7.2 Iconic race cars from the period 1 Jan 1982 to 31 December 1999, or close replicas of these iconic race cars, will be considered on merit per application.

8. CLASSES

Competitors will be divided into the following classes (according to lap times at East London Grand Prix Circuit):

- Class A - 1 min 34.999 and below
- Class B - 1 min 35.000 – 1 min 39.999
- Class C - 1 min 40.000 – 1 min 44.999

- Class D - 1 min 45.000 – 1 min 49.999
 - Class E - 1 min 50.000 and above.
- 8.1 Any new car/driver will be allocated to a class after their first race day. Any points scored will be credited to the competitor to the class in which he/she fits after the days racing. The onus is on the competitor to ensure that he/she is entered in the correct class on the day.
 - 8.2 A driver can move up in the class structure but never down again in the same year, except in exceptional circumstances and with the special written permission of the Controllers.
 - 8.3 Class in the beginning of the season for competitors who have competed in previous seasons – Competitors start in the same class where they have ended the previous season, if they are racing the same car.
 - 8.4 Only lap times recorded in Championship round heats are applicable to Class classification.
 - 8.5 Break out from existing class to a faster class is effective immediately, ie all heats on the day will scored in the new class.
 - 8.6 In order to qualify to win the Overall Championship, a competitor must have scored points in at least 4 rounds (4 Race events).

9. **GENERAL TECHNICAL SPECIFICATIONS – BMSC COASTAL CHALLENGE CARS**

- 9.1 The BMSC Coastal Challenge Cars Club Championship is an Invitational Series open to cars that fit the general category Touring Cars (2-door and 4-door). Application to the Coastal Challenge committee needs to be made in writing in order to participate in this series. No entries will be considered without prior application being made.
- 9.2 Nuts, bolts, washers and locking devices are free.
- 9.3 Vehicles must be fitted with at least one internal mounted and one externally mounted rear view mirror.
- 9.4 All vehicles shall be fitted with the minimum of a MSA specified 6-point roll cage and seatbelts that comply with current MSA specifications. The roll cage must remain within front and rear suspension mounts.
- 9.5 All cars will be fitted with an electrical cut-out switch that is able to be operated from both inside and outside the vehicle.
- 9.6 Tow hooks must be added on the front and rear of the car and are to be clearly marked.
- 9.7 The responsibility to prove eligibility is that of the entrant at all times.
- 9.8 All BMSC Coastal Challenge Cars will be denoted by the class letter in front of their competition number.
- 9.9 All Historic category vehicles with a current, valid HTP are provisionally approved for the Coastal Challenge Championship, once application has been made. HTP's must be available at all times. No Historic category vehicle will be allowed to race in Coastal Challenge without either having a valid HTP, or complying with the Coastal Challenge rules. The controllers' decision is final.
- 9.10 Ford GT40, and Cobra replicas are allowed. Cobra's and GT40's should comply in general to the "2024 National Historic PRE-90 Sports & GT Technical Regulations".

10. **BODYWORK**

- 10.1 The exterior bodywork must remain in plan and profile, from all angles, exactly as produced by the vehicle manufacturer for the model in the period. No holes may be cut into the bodywork front and rear valances (unless homologated or provided for within the regulations and valances may not be removed.
 - a) Where any aftermarket body panels and aerodynamic aids are to be used, an authentic picture of the original car and the intended modification need to be submitted to the controllers of the series before the intended modification is done. The controllers reserve the right to disallow the intended modification at their sole discretion, should it not be deemed to be of the correct period.

- 10.2 "Recreations/Replicas" may use the period correct aerodynamic spoilers, air ducts, scoops and blisters, period type Group 2 wheel spat may be fitted to the appropriate car. For Group 4 & 5 cars, the period homologated wheel arch and width is permitted. No wings allowed.
- 10.3 The interior floor pan must remain as per the standard production dimensions, but badly rusted parts may be replaced with the same material and must remain as per the original floor pan dimensions.
 - a) The standard gearbox tunnel must be retained but may be widened with only the minimum requirement to fit the gearbox.
- 10.4 Replacement of original wheel arch interiors or transmission tunnels with box structures is not permitted, unless homologated.
- 10.5 The wheel arch fender pressing may be flared to a maximum of 50mm from the widest standard fender pressing measurement without OEM fender attachments. The wheel arch must cover the upper third of the wheel (measured horizontally above the hub centerline) when viewed from above.
 - a) The total body width may not be increased by more than 100mm, except in the case of Group 5 replica's where 140mm is allowed.
- 10.6 Panels of a glass fibre material, if approved on application to the controllers, may be used to replace metal panels. Fibre glass replacement panels are restricted to bonnets, boots, and front fenders.
 - a) The original boot and bonnet fasteners may be removed. The bonnet and boot shut lines must be as in production.
- 10.7 Bumpers and embellishers may be removed, but headlamps and rims, tail lamps and radiator grilles must remain as standard for the model.
- 10.8 Paint work must be of the era and no day glow base colours, patterned paint or patterned vinyl is allowed.
- 10.9 Cars must be fitted with at least one internal mounted and one externally mounted rear view mirror.
- 10.10 Rear engine cars with front mounted radiators may modify the front lower valance to accommodate the radiator.
- 10.11 Front engine cars may have openings in the front lower valance directly ahead of the radiator to aid cooling providing that the air flow through the openings is directed through the water and/or oil cooler radiator and serves no other purpose.
- 10.12 All rear engine cars may have raised bonnets to aid engine cooling.
- 10.13 Front engine cars may raise the rear section of the bonnet to a maximum of 25mm above the shut line to aid cooling.
- 10.14 Ford Escort Mk1 4-door bodies can be converted to 2-door bodies.

11. INTERIOR AND GLASSWORK

- 11.1 Windscreens and side windows may be replaced with polycarbonate (Lexan) providing the front windscreen is not less than 5mm thick.
- 11.2 Original dashboards or a Controller's approved replica must be retained and instrumentation may have analogue or digital display.
- 11.3 Interior door panels must remain; however original material may be replaced with aluminium.
- 11.4 Carpets, under felt, sound deadening material, headlining, interior trim, front and rear parcel shelves, Centre consoles, heaters, interior ventilation systems, front and rear passenger seats and boot compartment trim may be removed.
- 11.5 Driver's seat is free subject to MSA requirements and the driver must be located entirely to one side of the centre line of the car.

12. SUSPENSION

12.1 Front suspension:

- a) Suspensions may be modified providing the original type and one of the manufactures' original mounting points per wheel on the body is retained. Remote reservoir shocks are not permitted.
- b) Cross-members may be remanufactured or reinforced, providing that the original lower control arm mounting point locations remain as per the OEM location.

12.2 Rear suspension:

- a) Suspensions may be modified providing the original type and the manufacture's original mounting points per wheel on the body are retained. Shock mounting points can be relocated.
- b) Additional mounting points for the adding of roll bars, radius arms, tramp rods and lateral control rods (Panhard Rod & Watts linkage) may be fitted.
- c) Shock absorber make and type (hydraulic, friction, telescopic or lever) are free and coil over units are permitted. Remote reservoir shocks are not permitted.
- d) Spring rates are free but the original type of spring must be retained made of the original material and must remain effective. Group 5 type suspension are allowed on Ford Escorts.
- e) Original spring type may be supplemented by the use of coil over type shock absorbers. Rule 12 a) must be upheld.

12.3 Steering:

- a) Steering boxes may be replaced with a steering rack.
- b) Power steering (electric or hydraulic) may not be used unless originally fitted as OEM.

13. BRAKES

13.1 Brake system modifications are free save that carbon type brake rotors and ABS systems are prohibited.

13.2 Brake lights must be operational and operated only by the brake pedal without a delay or another switching device.

13.3 Ducting of air to brakes is permitted but must not extend beyond the plan periphery of the vehicle bodywork.

14. WHEELS AND TYRES

15" Rims may be used instead of 13" OEM rims. 16" Rims may be used on V8 powered saloons, GT40's, Cobra's. 17" and 18" Rims of "period look" are also allowed on V8's as a cost saving measure. 17" and 18" tyres are restricted to semi-slicks, and slicks in the size range from 225/45R17, to 295/35/R18. Should a one make tyre sponsor be acquired for 2024, tyre compound and sizes as offered by the sponsor, will be evaluated for approval by the Controllers.

15. ENGINE

15.1 Production cars must use an engine produced by the vehicle manufacturer that conforms to the same basic configuration as the original engine fitted to the model in the period.

15.2 Engine configuration aspects to be retained:

- a) In-Line – V – Flat – Rotary
- b) Number of cylinders or rotors
- c) Camshaft original position: Block or Over Head Camshaft / Camshafts
- d) Camshaft drive: Gear Chain or Belt
- e) Number of valves per cylinder
- f) Number of camshafts

- 15.3 Block: The engine block must be the manufacturer's standard production block of the period. Manufacturer's blocks manufactured post period may be used providing they are similar to the period block, in terms of the following:
- Engine to bell housing bolt pattern.
 - Cylinder head to block bolt pattern.
 - Block material cast Iron or aluminium.
 - Block height measurement.
- 15.4 Cylinder Heads: Cylinder heads must be the manufacturer's standard production or an aftermarket direct replacement for the original of the period. Cylinder head material may be cast iron or Aluminium.
- Cylinder head to block bolt pattern.
 - Cylinder head valve angle.
 - Number of spark plugs.
 - Number of camshafts
- 15.5 Camshafts, camshaft bearings and drive systems are free provided that they remain in their original position and remain the sole means of operating the valves.
- 15.6 Oil system: Dry sump systems are permitted.
- 15.7 The water pump can be mechanical or electrical.
- 15.8 Ignition: Electronic systems are permitted providing that the distributor and its function are retained. No programmable electronic ignition system may be used. The 123 "Tune" or similar distributor is permitted.
- 15.9 Intake and exhaust manifolds are free.
- 15.10 Induction system: Period type carburettors and fuel injection systems only. Cars in the era that were produced with electronic fuel injection will be permitted to run the electronic fuel injection with the standard manifold or aftermarket throttle bodies if it was raced like that in the period.
- 15.11 Period performance-type carburettors of the following type will be permitted:
- Solex PHH (Mikuni) 40/44/50
 - Weber (DCOE, IDA, IDF)
 - Dellorto (DHLA, DHLB, DRLA)
 - FJAS (Copy of Weber)
- 15.12 No traction control is permitted.
- 15.13 Fuel Pump: Any fuel pump/s may be used.
- 15.14 Cooling: Radiators and oil coolers are free.
- 15.15 The engine must be mounted in the original position.
- 15.16 All other engine modifications are free of restriction.

16. TRANSMISSION

- 16.1 The gearbox may only have 5 forward gears and reverse gear.
- 16.2 Gear ratios and type are free.
- 16.3 The rear axle must remain in the original position.
- 16.4 The rear axle casing is free.
- 16.5 The final drive ratio is free.
- 16.6 Mechanical limited slip or torque biasing differentials are permitted.
- 16.7 Sequential gearboxes and/or traction control devices are prohibited.
- 16.8 Cars with V8 engines are permitted to use JERICO, RICHMOND T10 and G-FORCE transmissions.

17. ELECTRICAL

- 17.1 Electrical equipment is free provided that a battery and starter are fitted and in full working order at all times.

- 17.2 All headlights, indicator lights, tail lights and stop lights must be fitted. Stop lights should be in working order as per GCR's. Where the original lights are no longer available, aftermarket lights similar to original are permitted.
- 17.3 No LED type strip lighting is allowed.
- 17.4 LED light bulbs maybe used within the original light fitting.

18. **DRIVER CONDUCT**

Refer SSR's 46 to 66 (where applicable).

18.1 **White Line rule applies**

- a) Bumping and / or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalised by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- b) Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
- c) The vehicle ahead of any other vehicle in any 'train' of two or more vehicles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking manoeuvre.

18.2 **Entering the Corner (Phase 1)**

Two or more cars entering the zone of a corner together it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated. The lead car may enter the braking area in whichever way he or she wishes (inside, middle or outside) provided he or she does not have a vehicle close behind to the rear, to the left or right, i.e. a vehicle in "close proximity". **"Close proximity" - It is normal for a challenging car to be in close proximity, by being behind to the inside or outside of the lead car i.e. front bumper behind centre / B pillar of the lead car, to the left or right or being directly behind. The lead car may choose either left or right of the centre line of the circuit, before entering the braking area when he has a car in close proximity.** The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line, particularly before the start of the braking area.

The changing of direction by the lead car in the braking area is prohibited as this would lead to "baulking" of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car. If by the end of the braking area at the turning point in a straight line the challenging car is alongside the lead car ('alongside' being nose of challenger next to front door of leader inside or outside) it becomes the duty of both drivers to prevent crowding of each other to the inside or outside of the track throughout the entire corner.

Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.

18.3 **Middle of the Corner (Phase 2)**

If the challenger is on the inside in the braking area at the turning point and his front bumper is behind the centre of the leader (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line. It must be remembered that the lead car has to and will, turn with the aim of apexing unless the challenger is alongside in the braking area or at the turning point.

If, from the turning point, the lead car stretches the lead to the apex and the challenger's front bumper is behind the centre (B pillar) of the lead car, the challenger will withdraw and allow the lead car a normal racing line, any contact made by the challenger on the lead car behind the B pillar will be deemed to be the challenger's fault.

Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; furthermore the bumping of the lead car behind the B pillar or centre by the challenger is also the fault of the challenger, if the lead car was abiding by the above rules.

The 'Y' or 'T' bone by a challenger on the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move, and will be deemed the fault of the challenger provided the lead car abided by the rules above.

The onus for a clean and clear overtaking manoeuvre lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through **the corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.**

18.4 Exiting the Corner (Phase 3)

From the "apex" out, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit. This is exaggerated in front wheel drive cars and drivers should exercise extra caution. The challenger should exercise extra caution to avoid contact, by applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the challenger.

18.5 Summary of Guidelines

- a) If the challenger bumps the lead car on the rear bumper and forces him off the circuit, the challenger will slow down and allow the lead car past and continue to race. Failing to do this could result in total exclusion or any relevant penalty with the least being that the challenger finishes behind the lead car in the results.
- b) The bumping of the lead car behind the "B pillar" in the corner, left or right is the fault of the challenger.
- c) The 'Y' or 'T' bone of the lead car by the challenger is the fault of the challenger.
- d) Premature direction change by the lead car in the braking area causing contact is the fault of the lead car and will be dealt with accordingly.
- e) A competitor may enter a corner in any way he chooses provided he/she does not have a car in close proximity. In a straight line the lead driver may try to break the tow but when entering the braking area he must have chosen his line - left or right - if he has a car in close proximity.
- f) The lead car may not baulk a close proximity challenger while the challenger is attempting to pass in a straight line.

The Process for Reviewing Incidents and Applying Penalties

A written intent to submit an Incident Report must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. Should the driver still wish to submit the incident report, then this must be submitted within one hour as per SSR61. Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. However, the Clerk of the Course may request further incident reports outside of this time limit.

The Clerk of the Course reserves the right to refuse to accept incident reports for an incident or incidents. In this instance, the competitor will be so informed and has the right of protest as per GCR 197. Border Motorsport Club reserves the right to set up a "Driving Standards committee" who would be tasked to investigate any incidents. Any penalties arising from this will, however, be issued by the Clerk of the Course.

- 18.6 The Clerk of the Course shall be empowered to make use of yellow / red cards in respect of driver conduct issues, as per the following:
- a) No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
 - b) A yellow card shall have the effect of placing a competitor's driving conduct 'under observation' for the following one (1), two (2) or three (3) races (heats) forming part of the championship.
 - c) A yellow card shall have the effect of a 3 place grid penalty for the next 3 heats.
 - d) A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on both rear windows of his/her race car at all times during the affected races.
 - e) If a competitor is found guilty of an offence while 'under yellow' he / she may, following a hearing be issued with a red card.
 - f) Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
 - g) The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.
 - h) In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
 - i) Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await video footage (or other suitable evidence) after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
 - j) Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
 - k) Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 216.
 - l) Yellow / red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course. However, competitors guilty of an offence in the last race of the season may be penalised accordingly depending on the severity of the offence.

19. GENERAL

19.1 A vehicle which is damaged beyond repair as a result of an accident may be re-bodied, and the combination of this vehicle and the existing driver will have the choice of remaining in their class or going back to class X. However, written permission must be obtained from the Controllers should the driver wish to return to his original class.

If a driver who is currently in the championship uses another car, he will enter in Class X and be bound by 8.2. Any drivers using another vehicle which is slower than, or equal to the regular class of the driver, will score points for the championship in the actual finishing position of that driver's class. The days racing will be bound by point 8.2. Should the driver, however use a vehicle which is classified in a class higher than the driver's regular class, then he will be scored in terms of point 22.4.

Should a driver use another vehicle due to engine / mechanical failure, permission must first be obtained in writing from the COC who will act in conjunction with the Scrutineer / TC. His decision to grant / withhold such permission will be final.

19.2 Location of timing transponders: - Shall be mounted as per SSR 83(ii). Failure to comply may result in exclusion from the race / race meeting concerned.

20. COMPETITION NUMBERS

20.1 All competition numbers must comply with MSA stipulations relating to size and colour. Minimum size is A4 and Arial font for front doors both sides and A5 on left hand top side of windscreen, the number must also have the class as a prefix.

20.2 The relevant Association Chairman, on behalf of the Controllers, shall allocate all Competition numbers.

20.3 All Competitors are to carry relevant series sponsor decals and number backings.

20.4 The current champion will have the right to retain his previous competition number during his reign even though it may not be used.

20.5 Competition numbers shall be retained throughout the championship year and are not to be changed.

20.6 Numbering must start from the number 2.

21. CHAMPIONSHIP EVENTS

The events making up the championship are listed in the 2024 Calendar. When more than one race / heat is held on any one particular day, the overall positions for the day will be used solely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards this Championship. If a tie should arise in determining the overall winner for the day, the driver with the best result in the last Race of the day will be used to determine a winner for the purpose of trophies only.

22. POINT SCORING PER CLASS

22.1 Points allocation per heat on Championship round race day

No of Competitors	Finishing position in a racing heat									
	1st	2nd	3 rd	4th	5th	6th	7 th	8th	9th	10th
	Points allocated									
4 or more	10	9	8	7	6	5	4	3	2	1
3	9	8	7							
2	8	7								
1	7									

22.2 Bonus points:

a) Starting Heat no 1 - 5 points

b) Finishing Heat no 3 - 5 points

- c) Winner of the class on the day containing the highest number of competitors -1 point. Highest number of competitors are determined by the highest number of Starters in Heat no 1 or 2. Should it be a tie between two classes, no bonus point is allocated.
- 22.3 Overall Championship - The winner is the competitor who accumulated the most points during the season, irrespective of class.
- 22.4 Class Championship - Only points accumulated in the specific class, will count towards the class championship.

23. CHAMPIONSHIP FORMAT

- 23.1 The events making up the championship are listed in the 2024 MSA Calendar. When more than one race/heat is held on any one particular day, the overall positions for the day will be used solely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the BMSC Coastal Challenge Club championship. If a tie should arise in determining the overall winner for the day, the driver with the best result in terms of the combined race times of the heats, will be used to determine a winner for the purpose of trophies only.
- 23.2 The 2024 championship will consist of a maximum of eight (8) rounds. Seven (7) rounds will count towards the Championship, and each competitor can decide to drop his or her worst round of the season.
- 23.3 The 2024 Championship rounds will consist of 3 x six (6) lap heats per round, or 2 x eight (8) lap heats per round.
- 23.4 The organizers reserve the right to host more than three races at any of the rounds to make up the minimum number of races for the year.
- 23.5 Should less than twelve (12) qualifying races/heats be held and scored during the season, the championship may be declared null and void by the Controllers.
- 23.6 The minimum number of starters in any of the heats taking place should be five (5) competitors.

24. NUMBER OF EVENTS TO COUNT

All a competitors scoring races will be used to determine the results of the championship. It is incumbent on the Promoters to ensure that the results and entry list depict the domicile of competitors and / or to provide sufficient information for MSA to determine the eligibility of the drivers in respect of allocation of points.

25. QUALIFYING, STARTING & STARTING GRID

When 2 or 3 Races are held on the day:

For purposes of qualifying, classes will be amalgamated. A 10-minute session will be allocated to each combined class. During this time a competitor may take to the circuit at any time. The tyre choice will be determined by the competitor, i.e. either wet weather tyres or slicks.

Fastest Lap in qualifying	-	Starting position for Race 1
Finishing position in Race 1	-	Starting position for Race 2
Finishing position in Race 2	-	Starting position for Race 3

Eventualities:

Competitor does not qualify or fails to set a lap time in Race 1 or 2:
The competitor will start at the back of his / her class.

26. START PROCEDURE

Rolling start.

27. CHAMPIONSHIP STATUS

Should less than four (4) race meetings be held and scored during the season, the championship may be declared null and void by the Controllers.

28. SEPARATION OF TIES

Any ties will be resolved in favour of the competitor having the greater number of first positions. If this fails, the greater number of seconds will count, then thirds, and so on. If the tie still remains, performance in all the championship events will be taken into consideration and if this is still ineffective, then the Controllers will declare the winner on any basis they may deem fit.

29. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the BMSC Website and any objections concerning the scoring must be received by the Controllers in writing no later than 7 days following the publication of the scoring. The Controllers reserve the right to correct clerical errors at any time.

30. DECLARATION OF CHAMPION

The Controllers at its sole discretion, is responsible for declaring a winner of the championship, or to withhold such declaration.

31. FUNCTION OF BORDER MOTOR SPORT CLUB AS ORGANISERS

The "BMSC" takes full responsibility for organizing and facilitating the end of year prize giving and trophies.

32. COMPLIANCE WITH REGULATIONS

It is the sole responsibility of all drivers to ensure that their vehicles comply with the above regulations and all drivers are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.