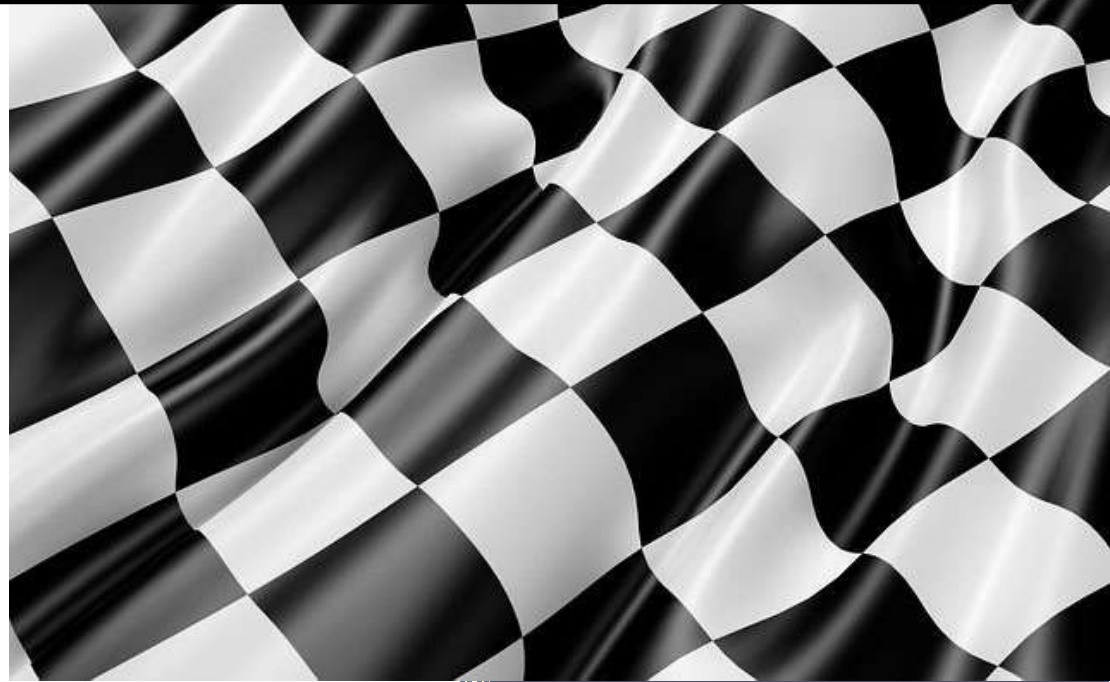




2024

Club Standing Supplementary Regulations

Border Motorcycle Championship



Version 1

1 January 2024

Ref: 163157/144

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> |
|-----------------------------|------------------------|----------------------------|-----------------------|
| | | | |

INDEX:

1. CONTROLLERS
2. VENUE
3. AIM OF THE CHAMPIONSHIP
4. VALIDITY OF THE REGULATIONS
5. ELIGIBILITY OF RIDERS
6. INCIDENT REPORTS
7. ELIGIBILITY OF MOTORCYCLES
8. CLASSES
9. GENERAL
10. COMPETITION NUMBERS
11. CHAMPIONSHIP EVENTS
12. POINTS SCORING PER CLASS
13. CHAMPIONSHIP FORMAT
14. NUMBER OF EVENTS TO COUNT
15. QUALIFYING, STARTING & STARTING GRID
16. START PROCEDURE
17. CHAMPIONSHIP STATUS
18. SEPARATION OF TIES
19. ANNOUNCEMENT OF POINTS AWARDED
20. DECLARATION OF CHAMPIONSHIP
21. GENERAL

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 of the championship will be the BMSC Committee. All championship events will be run under the auspices of the Border Motorsport Club, in consultation with the motorcycle associations.

2. VENUE

Eight (8) Championship rounds will be held at the East London Grand Prix Circuit, with the 8th and final round being the Border 100 event.

3. AIM OF THE CHAMPIONSHIP

To declare the overall winners of the various classes.

4. VALIDITY OF THE REGULATIONS

Applicable in the calendar year of 2024.

5. ELIGIBILITY OF RIDERS

5.1 Competitor's age, refer to SSR1.

5.2 All eligible drivers must be in possession of a current MSA club, regional or national circuit racing competition license valid for motorcycle racing, as appropriate.

5.3 The Championship will be open to all riders resident within the geographical area of the Border Region (East London, Mthatha, KWT, QTN).

5.4 Eligibility of competitors from other regions is acceptable provided they are a member of Border Motorsport Club. Failure to honor the commitment will render all points scored in the championship null and void and all the competitors will score as if that competitor did not compete.

6. INCIDENT REPORTS

6.1 Every rider 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 (see SSR 61).

6.2 Competitors who fail to hand in an incident report form may render themselves liable for disciplinary action.

7. ELIGIBILITY OF MOTORCYCLES

In addition to the requirements of MSA insofar as the safety requirements for motorcycle racing are concerned, the following will apply to the championship:

7.1 Any motorcycle deemed by the Association to be appropriate for this class may be used;

7.2 The championship shall be based on standard production motorcycles.

7.3 Tyres – Either standard treaded road tyres or slick racing tyres may be used.

7.4 Modifications to motorcycles in each class are permitted provided that such modifications remain within the spirit of the class, which was established specifically to encourage low-budget motorcycle circuit racing. Competitors are further urged to limit modifications to those available as “normal” after-market add-ons or similar modifications, which are freely available. Exhausts are free of restriction, subject to compliance with the specified maximum noise levels (see GCR 245).

8. CLASSES

8.1 Group 1:

- Unlimited Motorcycles – all machines above 600 cc,
- Supersport 600 - 1.29 and faster,

- All above motorcycles will race together in race heats.
- Unlimited motorcycles and Supersport 600 will race for individual championships, within their respective classes.

8.2 Group 2:

- Clubman/Breakfast run - open to all competitors and machines.
If lap times are 1:29 or slower, but faster than 1:34 Clubman A
If lap times are 1:34 or slower Clubman B

- All clubman motorcycles will race together in race heats.
- All clubman motorcycles will race for clubman championship.
- All motorcycles 600 cc and bigger, **will be** subject to breakout rule.
- All motorcycles under 600 cc, **will not** be subject to breakout rule.

8.3 Breakout Rule

If a rider breaks out of his/her class time, in any three (3) laps across the day, the rider will be moved to a higher class from the next race meeting.

9. GENERAL

- 9.1 Location of timing transponders -shall be mounted as per SSR 83(ii). Failure to comply will result in exclusion from the race/race meeting concerned.
- 9.2 Fuel refer GCR 240.
- 9.3 No Lap timers will be allowed on bikes – rider will be disqualified from the heat if found to be in use.

10. COMPETITION NUMBERS

- 10.1 All competition numbers must comply with MSA stipulations relating to size and colour.
- 10.2 The MSA Sport Coordinator: Circuit, on behalf of the Controllers, shall allocate all competition numbers.
- 10.3 The current champion will have the right to retain his previous competition number during his reign even though it may not be used.
- 10.4 Competition numbers shall be retained throughout the championship year and are not to be changed.

11. CHAMPIONSHIP EVENTS

The events making up the championship are listed in the 2024 Calendar. The minimum scheduled distance to be covered in each race (not race meeting) shall not be less than 25 kilometers. 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 Border Championship. If a tie should arise in determining the overall winner for the day, overall time will be used to determine a winner for the purpose of trophies only.

12. POINTS SCORING PER CLASS

12.1 Points will be scored in each race for each class as follows:

| | | | |
|-----------------------------|-----------------------------|-----------------------------|---------------------------------------|
| 1 st – 25 Points | 2 nd – 20 Points | 3 rd – 16 Points | 4 th – 13 Points |
| 5 th – 11 Points | 6 th – 10 Points | 7 th – 9 Points | 8 th – 8 Points and so on, |

descending to 15th – 1 Point.

12.2 There must be a minimum of five (5) eligible starters for the combined classes, in any one race/heat, for the race meeting itself to qualify for championship status.

12.3 In order to be classified as a finisher, a motorcycle must have completed all classified laps.

12.4 Competing riders who are ineligible for the championship, will be ignored in the results for the purpose of scoring the championship, but will qualify for awards (trophies).

12.5 To be classified as a starter for the purpose of allocating championship points, a rider must cross the start/finish line at the start of the race in question.

12.6 TROPHIES: No trophies will be awarded in a class if fewer than 3 entries have been received by entry-closing date. For 3 entries, one trophy will be awarded. For 4 or 5 entries, two trophies will be awarded. For 6 or more entries, 3 trophies will be awarded.

13. CHAMPIONSHIP FORMAT

13.1 The championship will consist of eight (8) rounds.

13.2 All rounds will consist of two heats on the day.

14. NUMBER OF EVENTS TO COUNT

All events count as per the Calendar.

15. QUALIFYING, STARTING & STARTING GRID

15.1 The qualifying session will determine the starting grid for heats 1 and 2:

- Fastest Lap - Starting position for Heat 1 & 2

15.2 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.

15.3 Competitor does not qualify at all.

The competitor will start at the back of the grid.

At the discretion of the clerk of the course the competitor may be placed at the back of his/her class on the grounds of safety.

15.4 If more than one competitor has to start at the back of the grid they will be seeded according to the class e.g. Fastest bike in front.

16. START PROCEDURE

- 16.1 Dummy Grid in Pit Lane
- 16.2 STANDING START

17. CHAMPIONSHIP STATUS

Should less than five (5) qualifying rounds be held and scored during the season, the championship will be declared null and void by the Controllers. The points scored in each qualifying session and each race/heat throughout the year will count towards the Championship.

18. 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.

19. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available at the Border Motorsport Office on the second Monday following the event and any objections concerning the scoring must be received, in writing, not later than seven (7) days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

20. DECLARATION OF CHAMPIONSHIP

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

21. GENERAL

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