



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

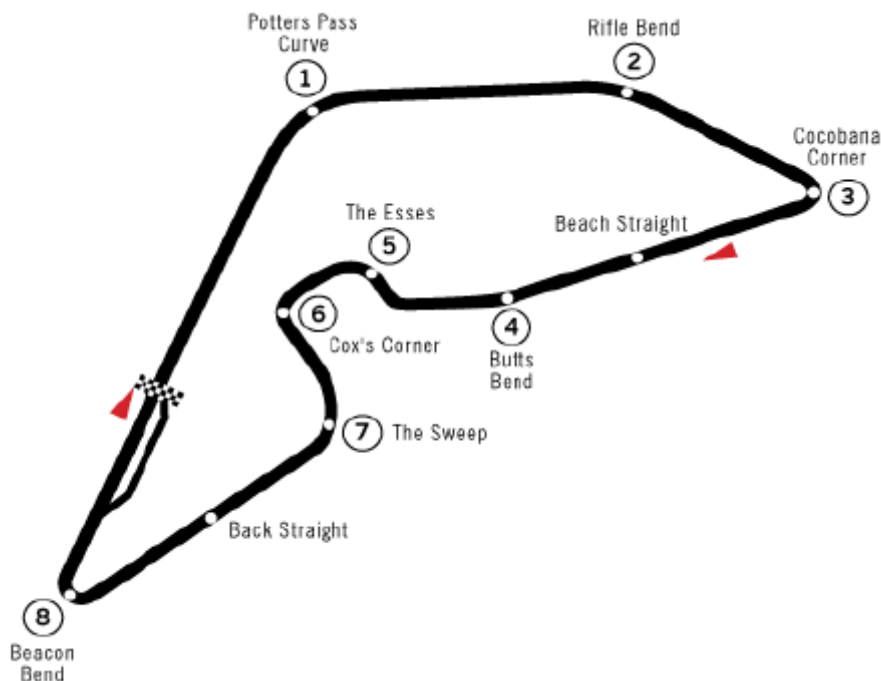
NAME OF EVENT:		BMSC Regional and Club Race Day – Round 3					
DATE OF EVENT:		24 May 2025 (Rain Date: 25 May 2025)					
STATUS OF EVENT:		Please indicate below:					
INVITATIONAL		SOCIAL		CLOSED CLUB		CLUB	X
REGIONAL	X	NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	

VENUE:

EAST LONDON GRAND PRIX CIRCUIT

The circuit has a tar macadam surface and is 3.921 kilometres long.

The race direction is clockwise.



GPS CO-ORDINATES:	33.0493 S, 27.8704 E
DIRECTIONS:	Situated in West Bank, East London

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	Border Motor Sport Club
NAME OF CONTACT PERSON:	Celeste van Jaarsveld
CONTACT NUMBER:	043 – 736 4024
EMAIL ADDRESS:	office@bmsc.co.za
ORGANISERS NAME:	Border Motor Sport Club

ORGANISERS ADDRESS:	01 Old Molteno Drive, West Bank
NAME OF CONTACT PERSON:	Celeste van Jaarsveld
CONTACT NUMBER:	043 – 736 4024
EMAIL ADDRESS:	office@bmsc.co.za

3. JURISDICTION

- Held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Supplementary Regulations (SR's), MSA's Safeguarding Policy as well as any Final Instructions or Bulletins which may be issued.
- Any relevant MSA Circulars of 2025, will take precedence to these Supplementary Regulations.
- All relevant 2025 category regulations.
- These regulations must be read and understood by all competitors.

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA-2025118	Permit issued (date):	6 May 2025
Please note that the MSA Flag will be prominently displayed at:	Start / Finish line	

5. ELIGIBILITY OF COMPETITORS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 227:

The Race Meeting is open to the following:

- Drivers / riders in compliance with SSR 1 and the relevant category regulations.
- Vehicles / motorcycles in compliance with SSR 2 and the relevant category regulations.

6. INJURY REGISTER

Where a competitor has appeared on the injury register, it is that competitor's responsibility to ensure that they have submitted a medical certificate indicating that they are fit to compete in motorsport no later than 5 (five) working days before the start of the event. This certificate is to be reviewed and processed by MSA Head Office. It is the responsibility of the competitor to check the Injury Register and ensure that MSA receives their letter timeously.

Please Note: Competing while appearing on the Injury Register will result in potential claims being repudiated by the MSA Group Accident Policy.

Refer to Appendix L - Article 2.9

7. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below:

Competitors' attention is drawn to SSR's 17, 46, 48, 49, 50 and 51.

Any competitor consistently using the verges will be guilty of unsafe driving (refer SSR's 17, 50 and 51) and will be penalised accordingly, in terms of GCR 157. Judges of Fact / Observers may be appointed in terms of GCR 161, their names will be listed either in the Final Instructions or by a Competitors' Bulletin. Their duties will be to report on cutting of corners, persistent off- circuit behaviour and / or poor driving standards. Competitors reported in this respect, who having been signalled in terms of Appendix "H", Article 6, continue to disregard safe driving conduct may be black flagged.

Any competitor disregarding the black flag will be excluded from the race.

Judges of Fact

One or more Judges of Fact may be appointed to oversee the starting procedure and to report on infringements. The names of these Judges will be communicated to competitors in the Final Instructions, or by means of a Competitors' Bulletin.

Incidents / Retirements

Competitors' attention is drawn to SSR's 60, 61 and 62.

Incidents During Practice Sessions

Competitors are advised that should there be an incident during a practice session, which would involve the clearing of the circuit, their practice session will forfeit the clearing time required.

Retrieval of Vehicles

Please note that due to the full programme of events vehicles which need to be removed from the circuit will be moved into a "green break" by the marshals. Retrieval of vehicles from "green breaks" is the responsibility of the competitor concerned and it is not the responsibility of the officials to return vehicles/parts to the competitor's pits. Should a competitor require assistance with a vehicle they are requested to contact race control who will assist wherever possible. The promoters and / or organisers and / or officials reserve the right to remove vehicles which have been badly damaged to the scrutineering bay for inspection.

Fuel, Oil or Coolant Spillage

Competitors are requested not to overfill their fuel tanks as spillage of fuel is damaging to the surface of a race circuit. Any vehicle / motorcycle spilling fuel, oil or coolant should leave the circuit immediately and pull off to a safe and stationary position on the side of the circuit (refer SSR 50 (iii), (iv) and (v)).

8. ENVIRONMENTAL

Refer to Standing Supplementary Regulations as shown below, as well as the 2025 MSA Environmental Code:

1. Environmental mats must be composed of an absorbent upper part (top) and an impermeable part underside (bottom).
Use of mats (or other effective ground protecting devices/systems) is compulsory wherever work on vehicles (motorcycles, quads, cars, karts, etc) is allowed by the organisers.
2. For Cars, Karts and Quads the whole area underneath the vehicle, where there is the prime probability of fluid spills, must be covered with a ground protecting sheet or environmental mat.
3. In combination with the Environmental Mats or ground sheets, other ground protecting systems like fluid absorbent material, oil spill kits, etc. can be used to clear spillages. These materials must be disposed of in a hazardous waste container.
4. The key elements to consider, when deciding on an environmental mat, are the following:
 - a. The **absorption** capacity of the mat (or ground protecting device) so that no puddles are formed on top.
 - b. Under no circumstances must it allow vehicle fluids to seep through onto the soil/surface, thus having to consist of an impermeable (liquid proof) base.
5. Under no circumstances may these mats be disposed of in a standard refuse bin. A hazardous waste container must be available at a designated point within the DSP (Designated Service Point). Any damaged mats **MUST** be disposed of in this container. Alternatively, the soiled mats can be placed in a sealed plastic container for disposal by a hazardous waste disposal company.

9. COMPETITION LICENCES

Refer to Standing Supplementary Regulations as shown below, as well as GCR 20, 93 and Part V (Licences):

All competitors that participate in the event, need to have purchased the relevant MSA Competition licence for the class that S/he will be competing in. **Licences must be submitted electronically to the event organisers with their entry form and other relevant documentation.**

MSA Licences can be purchased via www.msaonline.co.za – For any assistance regarding the licence system, please do not hesitate to contact msa@motorsport.co.za or support@motorsport.co.za

10. ENTRANTS LICENCES

Where the entrant is NOT the driver / rider, an entrant's licence must be obtained from MSA and submitted together with the entry form. Failing which, the entrants name **WILL NOT** be published in the event programme.

Refer to Standing Supplementary Regulations, as well as GCR 22 and 114:

11. ADVERTISING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 247 and 248:

It is a condition of entry that in addition to the advertising referred to in GCR 246, competing vehicles / motorcycles shall also display the advertising, if any, as stipulated in the Championship Regulations and specifications for the class for which the vehicle / motorcycle is entered.

12. COMPETITION NUMBERS

Refer to GCR 246 (iii), 249 and SSR4 and the relevant category / class regulations.

No vehicle will be permitted on circuit unless the relevant competition numbers are displayed on the race vehicle.

13. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCR's.

14. OFFICIALS OF THE EVENT

<u>ROLE</u>	<u>NAME & SURNAME</u>	<u>GRADE</u>	<u>LICENCE NUMBER</u>
OVERALL CLERK OF THE COURSE	<i>Andrew Karshagen</i>	<i>B</i>	<i>05684</i>
MSA STEWARD	<i>Robbie Collins</i>		<i>15381</i>
CLUB STEWARD	<i>Dave Kirkman</i>		<i>28120</i>
ENVIRONMENTAL STEWARD	<i>Rose Collins</i>		<i>15395</i>
EVENT SECRETARY	<i>Celeste van Jaarsveld</i>		<i>39968</i>
TIME KEEPING SERVICE PROVIDER	<i>BMSC Timing</i>		
CHIEF TIMEKEEPER	<i>Marcel Jooste</i>		<i>39959</i>
CHIEF MARSHAL	<i>Hannes Hills</i>		<i>15377</i>
CHIEF SCRUTINEER	<i>Steven Eberhardt</i>	<i>C</i>	<i>26901</i>
STARTER	<i>TBA</i>		
MEDICAL SERVICE PROVIDER	<i>Alderson Ambulance Services</i>		

15. CLASSES

Refer to Standing Supplementary Regulations as shown below:

<u>CLASS:</u>	<u>STATUS:</u>
<i>Modified Saloons</i>	<i>Regional & Club</i>
<i>Eastern Cape Regional Historic Pre '80 & Pre '90</i>	<i>Regional</i>
<i>Border Coastal Challenge</i>	<i>Club</i>
<i>Unlimited & Supersport Motorcycles</i>	<i>Club</i>
<i>Clubman Motorcycles</i>	<i>Club</i>
<i>300 cc Motorcycles</i>	<i>Club</i>
<i>45 Min Car Endurance Social</i>	<i>Club non-championship</i>

16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted. *All entries must be done by Monday ,19 May 2025*

<p>The onus rests on the competitor to ensure that the entry, as well as the below, has been received by the Promoters / Organisers within the allocated time prior to the date of the event:</p> <ul style="list-style-type: none"> - Entry form - Proof of payment for entry fee - Copy of the MSA licence - Self-Declaration Scrutineering Form 	
Entries open:	Immediately
Entries close (Refer to GCR 104):	Monday, 19 May 2025 at midnight
Entry fees as follows:	(Refer to GCR 95)
MODIFIED SALOONS	R1550 (Includes transponder hire and MSA levy)
EC HISTORIC PRE '80 AND PRE '90 & BORDER COASTAL CHALLENGE	R1550 (Includes transponder hire and MSA levy)
MOTORCYCLES (UNLIMITED, SUPERSPORT & CLUBMANS)	R1550 (Includes transponder hire and MSA levy)
45 min ENDURANCE SOCIAL RACE	No additional cost to sprint race categories entry fee (R1550 will cover sprint races and 45 min Endurance Race)
2ND CATEGORY - same drive 2nd car	No Charge
Late Entry:	Entries received after Monday 17 May 2025 will pay a R300.00 late entry fee. No entries will be accepted on the Friday before the race.
Banking Details – Name of Bank:	First National Bank
Account number:	521 206 579 72
Account name:	Border Motorsport Club
Branch code:	210221
Proof of payment to be sent to:	office@bmsc.co.za
Event Secretary contact number:	043 – 736 4024
Event Secretary email address:	office@bmsc.co.za
<p>The Promoters and / or Organisers reserve the right to refuse any entry without giving a reason (refer to GCR 99 (i) and GCR 100).</p> <p>Organisers reserve the right to cancel a category should less than ten (10) entries in total be received for a category by the date and time of entries closing.</p> <p>Should the number of entries for a particular category exceed the maximum number of starters, as determined by the MSA Safety Commission, the following criteria shall apply:</p> <ol style="list-style-type: none"> Entries will be accepted, in order of receipt, up to a total of thirty-five (35) starters per category. Preference will be given to competitors in order of the relevant championship standings. Thereafter, as additional entries are received, these entries will be placed on a reserve list in order of receipt (refer GCR 101). Competitors whose entries have been placed on a reserve list and who are not permitted to start will have their entry fees refunded (refer GCR 109 (iii)). 	

17. PROGRAMME OF EVENTS

- The detailed programme can be found below. This programme is provisional and may change.
- The Organisers reserve the right to change the programme as necessary and combine or split categories prior to the closing date of late entries, should the number of entries so dictate (refer GCR 140 (v)).
- In the unlikely event of the programme of events running early, or should the programme need to be modified for safety reasons of “Force Majeure”, all Categories must be ready to race at least two races before their scheduled race time.
- Should the Organisers, subject to compliance with the MSA Regulations, deem it necessary to change the programme of events, a revised programme will be issued together with Final Instruction and published on the Official Notice Board.
- Please take note of the Official Timed Qualifying sessions.
- In the event of the programme being amended in terms of SR 16 and a race for a category being started earlier than its scheduled start time an announcement will be made on the pit public address system. This will be discussed with relevant Association Chairman prior to the amendment.
- **Saturday 24 May 2025 (Rain Date: Sunday 25 May 2025)**

BMSC Regional & Club Race Day – Round 3

24 May 2025 (Rain Date: 25 May 2025)			Rev	0
Start time	End time		Duration	Crossing
07:30	10:00	Documentation		
07:30	10:00	Scrutineering		
Warm up				
08:30	08:45	MODIFIED SALOONS ALL CLASSES	15 min	5 min
08:50	09:05	MOTORCYCLES	15 min	5 min
09:10	09:25	HISTORIC SALOONS ALL CLASSES	15 min	5 min
09:30	09:45	300cc MOTORCYCLES	15 min	5 min
Drivers Briefing – 09:45 (in VIP Lounge)			30 Min	
Qualifying				
10:15	10:35	MODIFIED SALOONS	20 min	05 min
10:40	11:00	MOTORCYCLES ALL CLASSES	20 min	05 min
11:05	11:25	HISTORIC SALOONS ALL CLASSES	20 min	05 min
		300 cc MOTORCYCLES		
Racing Heat 1			Laps	
11:30	11:50	MODIFIED SALOONS	8	5min
11:55	12:15	MOTORCYCLES ALL CLASSES	8	5 min
12:20	12:40	HISTORIC SALOONS ALL CLASSES	6	5 min
		300 cc MOTORCYCLES	6	5 Min
LUNCH BREAK			30 min	
Racing Heat 2			Laps	
13:10	13:30	MODIFIED SALOONS	8	5 min
13:35	13:55	MOTORCYCLES ALL CLASSES	8	5 min
14:00	14:20	HISTORIC SALOONS ALL CLASSES	6	5 min
		300 cc MOTORCYCLES	6	5 min
Racing Heat 3			Laps	
14:25	14:45	MODIFIED SALOONS	8	5 min
14:50	15:10	MOTORCYCLES ALL CLASSES	8	5 min
15:15	15:35	HISTORIC SALOONS ALL CLASSES	6	5 min
15:40	16:00	300 cc MOTORCYCLES	6	5 min
16.00	16:10	Track crossing		10 min
16:10	16:55	45 MINUTE ENDURANCE SOCIAL RACE	45 mins	
17:30		PRIZE GIVING in VIP Lounge		

18. OFFICIAL NOTICE BOARD

Refer to Standing Supplementary Regulations as shown below, as well as GCR 17:

Notifications will be done via
WhatsApp group on the day:

<https://chat.whatsapp.com/DV2hmPT8tvh00EHHGP3HhK>

19. DOCUMENTATION

Competitors are to electronically forward a copy of their competition licence (scanned copy or photograph) to the event organisers/promoters together with their entry form.

Competitors can download copies of their competition licences from the msaonline.co.za platform.

20. SCRUTINEERING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 245, 253 and 254:

All competitors must do in-person scrutineering and all scrutineering must be done before qualifying starts.

Self-declaration scrutineering form to be sent out with event supplementary regulations and entry form.

All competitors are required to have a completed printed copy of the self-declaration declaration form with them and available for the Scrutineers to check.

All Technical Consultants and Scrutineers must submit all relevant reports including technical non-compliance reports to MSA after an event.

21. DRIVERS / RIDERS BRIEFING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 121 and 141 iv):

Drivers / Riders briefing as per the program in point 17 above.

All Competitors must be present at the driver / riders briefing. Representation will not be allowed.

22. SAFETY APPAREL / EQUIPMENT

Refer to Standing Supplementary Regulations as shown below, as well as GCR 239:

No competitor will be permitted to practice or race without the correct safety apparel (refer GCR 239 and SSR's 7 and 46 (iii)).

23. WARM-UP LAP

Starting positions should be maintained during the warm-up lap.

In terms of SSR 38, the following will apply. Unless specifically requested, there will be no warm-up lap after the vehicles have formed up on the dummy grid (position 1 for pole position).

FORMATION LAP - Competitors will leave the pre-race paddock in grid order and proceed around the circuit in formation. As in Formula One, competitors will form up in their proper grid position, not switch off engines and within 2 minutes be given the starting flag or lights. Should a competitor not maintain grid position on the formation lap, that competitor will start at the back of the grid.

24. PRE-RACE / PADDOCK / PARC FERMÉ

Refer to Standing Supplementary Regulations as shown below as well as GCR 252:

PRE-RACE PADDOCK

The pre-race paddock is situated at the end of the pit lane, adjacent to the pit exit.

Fifteen (15) minutes before the scheduled start time of each race (refer SSR 25) competitors competing in the race concerned should move to the pre-race paddock. Any competitor failing to enter the pre-race paddock before the closure of the gate will not be permitted to start unless specifically permitted by the Clerk of the Course to commence the warm-up lap (refer SSR 38).

PARC FERMÉ:

The Organisers reserve the right to impound and examine any vehicle / motorcycle at their discretion (refer GCR 254).

25. STARTS

Refer to Standing Supplementary Regulations as shown below, as well as GCR's 261 – 265, 267 - 271:

- Starting positions will be determined by lap times recorded during official qualifying sessions, unless otherwise stated in the regulations for the category concerned. The driver / vehicle or rider / motorcycle combination recording the fastest time will be allocated pole position on the starting grid, with the remaining positions being filled in descending order of the official practice times (refer SSR's 26, 27 and 28). In the event of two (2) driver / vehicle or rider / motorcycle combinations recording the same lap time, the starting positions will be determined in favour of the combination, which established that time first.
- In the event of a timekeeping failure during official timed practice the method by which the starting grid shall be allocated shall be at the discretion of the Clerk of the Course, in consultation with the relevant Association Chairman, and with the approval of the Stewards of the Meeting.
- Where there are two races per category, the starting order for the second / third race shall be established in accordance with SSR 29 or per the relevant category regulations.
- The type of start for all categories will be determined by their applicable regulations.
- NOTE:**
For ALL sprint races, NO team personnel will be allowed on the grid.
- The starting signal will be given by means of lights. Should these lights fail after the display of the five-second board, a "start delayed" board will be shown, and the start will proceed in accordance with SSR 38 and the MSA Flag will be used. All subsequent starts will proceed with the use of the MSA Flag.
- Permission to Start at the Back of the Grid:**
 - At the discretion of the Clerk of the Course competitors who do not participate in official timed practice or who are not included on the grid for either race may be positioned at the back of the grid for their category / class providing that they apply in writing to do so within one (1) hour of their last race / practice.
 - Should a competitor not finish the first race he will be deemed a non-starter in the second race (refer SR 21). The onus is on the competitor to advise the Clerk of the Course, in writing, that he will be taking up his grid position in the second race within at least one (1) hour of the finish of the first race.
- Any competitor found doing practice starts when the grid is being formed up will not be permitted to start the race.

26. REFUELLING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 240:

Refer to SSR's 67 – 68 with regard to the fuel permitted.

Replenishment of Lubricant and Fuel is not permitted after the vehicle has entered the circuit (Refer GCR 241 and SSR's 68 and 69).

No more than 40 litres of fuel will be permitted in any one pit garage.

No vehicles may be refuelled inside any buildings. All pit areas are "No Smoking" zones.

NO FUEL WILL BE AVAILABLE FOR SALE AT THE CIRCUIT.

27. PITS

Refer to Standing Supplementary Regulations as shown below as well as GCR 251

Number of persons allowed on Pit Wall is restricted to 1 person per race vehicle.

Kindly note that NO persons under the age of sixteen (16) years will be permitted on the signalling wall, pit lane or pit apron.

SMOKING in the pits, or on the signalling wall, pit lane or pit apron is prohibited.

Roller blades, skateboards, small-motorised vehicles, electric scooters, etc. are not permitted in the pit complex or on the pit lane or pit apron.

Competitor's children or parents are not excluded from any of the above (refer GCR 113 (xiv) and 172 (x)).

No vehicle, other than competing and official vehicles will be allowed to use the pit lane from the commencement of the first official qualifying practice until the conclusion of the final race on the day of the race meeting (refer SSR 37), unless specifically granted permission to do so by the Officials. A competitor contravening this regulation may be fined or excluded at the discretion of the Clerk of the Course. Any equipment required to be moved in or out of the pit buildings must be taken out through the rear of the pit during this period.

The pit and paddock allocation will be notified together with the Final Instructions once the final number of entries per Category has been established. Each Association will be responsible for policing their area.

The pit allocation notice can be found on the Official Notice Board.

The pit and paddock area will be controlled from the start of practice. This is in your interest to prevent your parking / pit area being used illegally.

Vehicle trailers are not permitted to be parked behind the pit area, only for off-loading purposes. Trailers to be parked at the rear of the pits against the vibracrete walls. Any trailers left behind the pit complex will be towed away and impounded.

Transporters: All Competitors Transporters are to be parked in allocated parking area, immediately, behind their allocated pits.

Only Mobile workshops are to be parked in the allocated space. Dimensions of the mobile workshops are to be communicated to the BMSC Circuit Manager a week prior to the event. On arrival you will be directed to your allocated space. Please assist us by co-operating.

The Promoters and / or Organisers cannot accept responsibility for any goods left in the pit / paddock area. Teams / competitors leaving goods in these areas must make their own security arrangements.

Please ensure that all cell phones, wallets and valuables are kept in a safe place. The Promoters and / or Organisers cannot be held responsible for any loss or damage to such goods.

Pit scooters / golf carts / competing vehicles and motorcycles:

Pit scooters / golf carts are generally banned from the pit area unless authorised via a pit access sticker. Failure to comply with this request will result in the offending vehicle being impounded. Only competing vehicles and/or motorcycles will be allowed in this area and such vehicles and/or motorcycles must be driven at reduced speed and with caution, failing which the competitor concerned will be excluded from the event.

28. SIGNALLING

Refer to Appendix H

- Competitors are reminded of the procedure in SSR 41 that is to be adopted in the event of a race being stopped by means of a red flag. At the same time as the red flag is displayed, a red light will be displayed at the start/finish line.
- Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (1) and SSR's 17, 49, 50 and 51.
- Competitors are advised that in accordance with Appendix H Article 16, Hazard Boards will be used for this event.
- No exceptions will be tolerated.

29. GENERAL RACE INFORMATION

A change of driver or vehicle but not both, may be permitted by the Stewards of the Meeting, subject to valid reasons for such change being given (refer GCR's 99 (vii) 152 (viii), 238 and 259).

SAFETY CAR

- In terms of SSR 45 the Organisers reserve the right to make use of a Safety Car.
- Completed laps during a Safety Car Intervention will be counted as race laps. Any deviation from this will be published in the Final Instructions.

TYRE WARMERS

- Tyre warmers may NOT be plugged into the mains power supply of the circuit.

WHITE LINE RULE

- Refer to SSR 50 i) i) of the 2020 MSA Handbook and category specific regulations.
- White Line Rule applies to Turn 3 (Cocobana) and Turn 8 (Beacon).

30. 45 MIN CAR ENDURANCE RACE INFORMATION

30.1 ELIGIBILITY

The 45 min Endurance Race is open to all Cars complying with MSA Safety regulations. Minimum licence requirement is a MSA Club Competition Licence valid for Circuit Car Racing.

30.2 SCORING

1st, 2nd, 3rd across the line and Index of Performance (irrespective of class or category) 1st to 3rd place.

30.3 GENERAL

30.3.1 DRIVERS

A maximum of 3 drivers is allowed per event. The drivers must be nominated by the team prior to the event.

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

30.3.3 IN CAR TIMING

In car timing is permitted.

30.3.4 IN CAR COMMUNICATIONS

In car communications is permitted.

30.4 45 min ENDURANCE RACE RULES

The 45 min Endurance race will be a **45 min + 1 lap** race with a 3(three) minute compulsory pit stop. The pit stop itself will not be timed, but every competitor is expected to have 1 timed lap which is at least 3 minutes slower than his/her fastest recorded lap in the race. **Penalty is 10 laps.**

30.5 QUALIFYING

Qualification times will be taken from the relevant class the vehicle is qualifying for the sprint race session for the category of the vehicle entered.

Drivers who fail to qualify may request to be placed at the back of the grid. Only one driver may qualify.

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

Pit exit is closed while the safety car is on the main straight before the pit exit.

30.6 PIT STOPS

A maximum of 3 crew members may tend the car at any given time while the car is on Pit Road. Penalty is 1 lap.

Should the car require to be refuelled in that period, the engine must be switched off and the driver shall be out of the vehicle for the time in which the fuel is being replenished. Penalty is exclusion. No pressurised refuelling systems may be used, only gravity fed systems are allowed. Penalty is 1 lap.

A maximum of 2 crew members may carry out refuelling. Penalty is 1 lap.

Both crew members responsible for refuelling will wear flameproof overalls, full-face helmets or open helmets with fireproof balaclava, and fire-retardant gloves. Penalty is exclusion.

No further work can take place on or around the car during the time refuelling is in process. Penalty is 1 lap.

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. Any work beyond accepted routine pit-stop 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 race-worthy. Penalty is 1 lap.

Spillage of fuel during refuelling shall be penalised with a penalty of 3 laps.

The vehicle shall restart under its own power. Penalty is 1 lap.

30.7 FORMATION LAPS

Prior to the start of the race, the pit lane will be opened. The pit lane will remain open for 5 minutes and will then be closed before the scheduled start time.

30.8 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, unless he is deemed by the officials to be in an unsafe position.

No refuelling 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.

Penalty is exclusion.

30.9 IN THE EVENT OF THE RACE BEING RED FLAGGED

30.9.1 STOPPING OF RACES Unless the regulations provide otherwise, the following procedure will apply to circuit races that have been stopped prior to their completion by the use of the red flag: i) All vehicles' cars shall proceed slowly to the start area with no passing being permitted. On reaching the start area, parc ferme conditions will apply. Any vehicle car that enters the pits for repairs, either voluntarily or at the direction of the race officials, rather than proceeding to the start area, shall be required to take the race re-start from pit lane and, in addition, may have a time penalty added to its eventual race time, at the discretion of the Clerk of the Course. Any such penalties shall normally only be considered for imposition on competitors whose actions/driving conduct led to the race being stopped and/or those who gained an advantage by pitting rather than taking the normal re-start.

A) Red Flag procedure for Circuit Motorcycle racing After receiving the RED FLAG, motorcycle riders are to:

- 1 - Raise their hand
- 2 - Move off the racing line
- 3 - All motorcycles shall proceed slowly to the parc ferme area and/or pit lane (at the discretion of the Clerk of the Course) with no passing being permitted
- 4 - Parc ferme conditions will apply
- 5 - Wait for further instructions
- 6 - Riders are under parc ferme conditions until the Clerk of the Course gives permission for crews to enter the area
- 7 - No rider is to stop on the circuit unless the circuit is blocked, and he / she cannot pass

B) It is imperative that the procedure is reiterated to competitors at riders briefing.

C) Any motorcycle that enters the pits for repairs, either voluntarily or at the direction of the race officials, rather than proceeding to the parc ferme area, shall be required to take the race re-start from pit lane and, in addition, may have a time penalty added to its eventual race time, at the discretion of the Clerk of the Course. Any such penalties shall normally only be considered for imposition on competitors whose 2 actions/driving conduct led to the race being stopped and/or those who gained an advantage by pitting rather than taking the normal re-start. D) The motorcycle scrutineer is to be at pit exit for ALL practices and races in order to ensure that all helmet straps are correct, fastened correctly and are tight. If the scrutineer, for any reason, is not available, a suitably trained marshal is to be appointed to carry out the said duty.

30.9.2 Within 5 laps of the start. Competitors to proceed to the start finish line and the race will be restarted as a **new** race with a grid as per the original start. The new race will be of a distance equivalent to the distance remaining in the original race when the red flag was shown. **Parc ferme conditions on the grid.**

30.9.3 The race will be restarted with this grid order. **Parc ferme conditions on the grid.** The lap board will stop on the showing of the red flag and be started when the start lights are extinguished to restart the race. Such a restarted race will be scored as a single race with the winners decided as per point **31.9.5** above.

31. TIMEKEEPING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 163 and 164:

- ANY COMPETITOR TAKING PART IN OFFICIAL TIMED PRACTICE AND/OR A RACE WITHOUT HIS/HER TRANSPONDER IN POSITION WILL BE DEEMED TO BE A NON-STARTER AND MAY BE BLACK FLAGGED.
- All transponders to be placed in the correct position.
- Timing transponders are to be returned prior to the competitor leaving the Circuit (i.e. within half (1/2) hour of the competitor's last race).
- Failure to return a transponder timeously will result in the offending competitor being levied an amount of R600 by the timekeepers for the first week or part thereof and R300 for each additional week or part thereof that the transponder is late. No further transponder will be issued to the competitor concerned until such time as the transponder is returned and the levy paid (SSR 83 (i) & (ii))

32. POINTS & RESULTS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 200 (viii), 229, 230 and 232, 276 - 279:

Race results will be communicated electronically:

Posted online, emailed or distributed electronically to competitors: After every race, the results which have been posted on the WhatsApp group will become final thirty (30) minutes after posting. Refer to GCR's 200 (viii) and 275.

<https://chat.whatsapp.com/DV2hmPT8tvh00EHHGP3HhK>

33. PROTESTS / APPEALS / PENALTIES

All protests and appeals will be dealt with as set out in GCR, Parts IX and X.

34. PRIZE GIVING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 141 x) (h), 207, 279 and 280:

Prize giving will take place half hour (30 Minuets) after the last event at the Main Control Tower.

- Dead heats will be resolved as per GCR 275 and SSR 78
- Competitor's attention is drawn to GCR's 274, 275, 280 & 281.

35 POSTPONEMENT, ABANDONMENT OR CANCELLATION

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Competitor/Entrant has no right to claim against the Promoter/Organiser in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244. The meeting will not be postponed, abandoned or cancelled without the consent of the Stewards of the Meeting.

The meeting will not be postponed, abandoned or cancelled without the consent of the MSA Steward in accordance with GCR 152.

Force Majeure – Refer to GCR 62, 152, 156 and 273

In the event of postponement, abandonment or cancellation the entrant / competitor has no right to claim against the Promoters and / or Organisers in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244.

36. GENERAL

Safety and Operational Plans will be available via the Electronic Notice Board, and will be available from the Event Secretary, as per the requirements of THE SAFETY & RECREATION ACT 2 OF 2010 – Refer to GCR 284.

TRAVELLING EXPENSES

There will be NO travel monies paid out by Border Motor Sport Club.

GATE ENTRANCE TICKETS

R50.00 per person, excluding driver and three crew.

37. MEDIA

Any media wishing to attend the event is required to contact MSA for accreditation two weeks prior to the date of event – jaco@motorsport.co.za / 011 675 2220.

MSA accredited media personnel are required to:

- Report to Documentation on arrival to sign on the Media Attendance Register which will be submitted to MSA after the event and.
- Obtain permission from the Clerk of the Course to go out on the track / route during the event.



BORDER MOTORSPORT CLUB

043 736 4024 / office@bmsc.co.za

EVENT:	BMSC REGIONAL & CLUB EVENT Rnd 3 MSA-2025118
DATE:	24 May 2025 (Rain Date: 25 May 2025)
FEE:	ENTRY FEE: R1550.00 Entries received after Monday 17 May 2025 will pay a R300.00 late entry fee. No entries will be accepted on the Friday before the race.
Banking Detail:	BANK: First National Bank BRANCH NUMBER: 210221 ACCOUNT NUMBER: 521 206 579 72

Driver / Rider Name		MSA Lic. No.	
Email address		Cell No.	
Emergency Contact Name		Emergency Tel	
Sponsor / Team Name			

CARS

Modified Saloon		Car No:		Class	
Vehicle Make		Type/ Model		Year	
Engine Make		Capacity		Year	

Historic Saloons		Car No:		Class	
Vehicle Make		Type/ Model		Year	
Engine Make		Capacity		No.of Cyl	

MOTORCYCLES

SuperSport		Bike No:		Class	
Vehicle Make		Type/ Model		Year	
Engine Make		Capacity		No.of Cyl	

Unlimited		Bike No:		Class	
Vehicle Make		Type/ Model		Year	
Engine Make		Capacity		No.of Cyl	

Clubman		Bike No:		Class	
Vehicle Make		Type/ Model		Year	
Engine Make		Capacity		No.of Cyl	

300 cc		Bike No:		Class	
Vehicle Make		Type/ Model		Year	
Engine Make		Capacity		No.of Cyl	

DECLARATION/UNDERTAKING TO BE SIGNED BY EVERY DRIVER/ENTRANT:

I/We have read and understood GCR's 93, 94, 113, 121 and 122 and agree to abide by these Rules by signing this entry form.

Name: _____ Signature: _____

Guardian Name: _____ Signature: _____