



MSA BMSC CIRCUIT MOTORCYCLE CLUB REGULATIONS

VERSION 1

23 February 2026

WWW.MOTORSPORT.CO.ZA



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 as per GCR 67.

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. CLASSES
8. BREAKOUTS – MASTERS AND BREAKFAST RUN CLASSES
9. RIDER CONDUCT
10. GENERAL
11. COMPETITION NUMBERS
12. CHAMPIONSHIP EVENTS
13. POINT SCORING PER CLASS (NOT FOR BREAKFAST RUN CLASS)
14. CHAMPIONSHIP FORMAT
15. QUALIFYING, STARTING & STARTING GRID
16. CHAMPIONSHIP STATUS
17. SEPARATION OF TIES
18. ANNOUNCEMENT OF POINTS AWARDED
19. DECLARATION OF CHAMPIONSHIP

All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Club Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS

The controllers, organisers and promoters of the Championship will be the Border Motor Sport Club (BMSC). All Championship events will be run under the auspices of, and in consultation with, the Motorcycle facet and BMSC Sport Committee.

2. VENUE

All Championship rounds will be held at East London Grand Prix Circuit.

3. AIM OF CHAMPIONSHIP

- 3.1 This is a Club status Championship.
- 3.2 To declare the overall BMSC Motorcycle Club Champion and the respective class Winners.
- 3.3 BMSC Committee, in its sole discretion, is responsible for declaring the winner of each Championship or to withhold such declaration.

4. VALIDITY OF THE REGULATIONS

- 4.1 The regulations are applicable for the calendar year of 2026.
- 4.2 All qualifying races will be held under these rules, the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA) and all Standing Regulations and Supplementary Regulations issued by the Border Motor Sport Club (BMSC).
- 4.3 No rule is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflict with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 4.4 If a specific rule or latitude is not found in these regulations, then reference to the MSA GCRs and Circuit Racing SSRs must be made. GCR 226 is applicable.
- 4.5 The controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the motorcycle facet will only become effective when approved by the BMSC SPORTSCOM Committee.
- 4.6 All and any notice or circulars in respect of this Championship will be notified to all competitors in an electronic format (e-mail or similar). Any notice or circular will be notified no less than seven (7) days prior to any race meeting. Also refer to GCR 67.
The onus is on the competitor to ensure that he has familiarised himself with such a notice.

5. ELIGIBILITY OF RIDERS

- 5.1 Competitor's age for 600cc and above: Refer to MSA Circuit Racing SSR 1.

Competitor's age for SSP 300 class:

Competitors shall be eligible for the SSP 300 class from 01 January of the year in which they turn 13 years old.

The 110% qualification rule – see MSA Circuit Racing SSR 27 - shall be strictly enforced for the '300cc class' riders in the interest of safety where classes have been combined.

- 5.2 The Championship is open to:
- 5.2.1 Paid up members of good standing of the BMSC;
 - 5.2.2 All eligible riders must be in possession of a minimum of a current MSA Club circuit racing competition licence valid for motorcycle racing, as appropriate.
- 5.3 Visiting riders are welcome to race and are eligible for trophies on the day, but will not be eligible to score points in the Championship.
- 5.4 Riders that have no racing experience may be required to have completed at least three (3) BMSC track days / and or three (3) practice sessions. No new competitor will be allowed to compete unless he/she satisfies the promoters and/or officials in terms of competency.
- 5.5 First time riders may be required to wear a brightly coloured bib over their leathers for their first two (2) race meetings and associated practice sessions, at the discretion of the facet Representative and /or the Clerk of the Course.

6. **INCIDENT REPORTS**

Every rider is to return their completed incident report form to the Clerk of the Course should he/she be involved in an incident (see MSA Circuit Racing SSR 61) within thirty (30) minutes after the race in which the incident occurred is completed.

7. **CLASSES**

7.1 **Race splitting**

7.1.1 ~~Unlimited, 600cc, and Masters A riders will compete in their own race/races, and~~

7.1.1 **Classes will be classified as "A", "B", "C", "D" & "E"**

7.1.2 **Class A will be 1 minute 29 and down.**

7.1.3 **Class B will be 1 minute 29.1 to 1 minute 35.0**

7.1.4 **Class C will be 1 minute 35.1 to 1 minute 40.0**

7.1.5 **Class D will be 1 minute 40.1 to 1 minute 45.0**

7.1.6 **Class E will be 1 minute 45 and out.**

7.1.7 PSP, Historics; Breakfast Run; Masters B and 300cc riders will compete in their own separate race/races

7.1.8 **Notwithstanding SSRs 7.1.1 to 7.1.6 above**, should less than six (6) entries be received for the relevant class combination all motorcycles will compete together in the same race.

7.1.9 **Breakfast run competitors are not eligible for the Club Championship.** Breakfast Run riders will be considered for breakouts if they lap below the cut-off time TBA – will be communicated via bulletin.

7.2 **UNLIMITED**

7.2.1 Motorcycle capacity is limited to 750cc (4 cylinder), 1000cc (4 cylinder), 1300cc (twin cylinder) Ducati V4 and Aprilia.

7.2.2 Tyres and rims are free.

7.2.3 Engines & Gearbox modifications are free

7.2.4 Suspension is free

7.2.5 Frames & swing arms are free

7.2.6 Front and Rear brakes are free

7.2.7 Fuel as per GCR 240

7.2.7.1 Fuel Octane Booster may be used

7.3 **600cc**

7.3.1 The Championship is open to the following capacity motorcycles: 600cc 4 cylinder / 680cc 3 cylinder / 750cc twin cylinder.

7.3.2 Tyres and rims are free.

- 7.3.3 Engines & Gearbox modifications are free
- 7.3.4 Suspension is free
- 7.3.5 Frames & swing arms are free
- 7.3.6 Front and Rear brakes are free
- 7.3.7 Fuel as per GCR 240
 - 7.3.7.1 Fuel Octane Booster may be used.

7.4 SSP300

- 7.4.1 The following motorcycles are eligible to compete and must comply as per the FIM Homologation documents with exception of what is permitted below. Refer to GCR 226:
 - 7.4.1.1 Kawasaki Ninja 300 (EX300ADF)
 - 7.4.1.2 Yamaha YZF-R3
 - 7.4.1.3 KTM RC390
 - 7.4.1.4 Honda CBR 500
 - 7.4.1.5 Husqvarna 401
 - 7.4.1.6 Kawasaki Ninja 400

7.4.2 SUSPENSION

- 7.4.2.1 Front forks to be the original units, but the internals may be changed.
- 7.4.2.2 The rear shocks may be changed.

7.4.3 FRAME AND SWING-ARM

- 7.4.3.1 All motorcycles must display a vehicle identification number on the frame body (chassis number).
- 7.4.3.2 Engine mounting, suspension and swingarm mounting brackets or plates must remain as originally produced by the manufacturer.
- 7.4.3.3 Main frame must remain as originally produced by the manufacturer, swing-arm may not be changed, and the sub-frame (fixed and removable) may be altered or cut to fit race seats.
- 7.4.3.4 Protective 'shark fins' must be fitted to motorcycles where the drive chain runs beneath the swing-arm. Chains that run through the swing arm do not need 'shark fins'.

7.4.4 Wheel Rims

- 7.4.4.1 SSP 300: Standard / original rims only, no modifications allowed.

7.4.5 BRAKING SYSTEM

- 7.4.5.1 Braided hoses may be fitted.
- 7.4.5.2 Brake pads are free.
- 7.4.5.3 Front and rear brake callipers may not be changed and need to be the standard factory supplied units. Worn OEM discs may be replaced with aftermarket discs of the same dimensions. Master cylinders may be changed with aftermarket versions.

7.4.6 ENGINE AND GEARBOX

- 7.4.6.1.1 Gearbox may be undercut.
- 7.4.6.1.2 Quick shifters may be used.
- 7.4.6.1.3 SSP300: Engine horsepower is limited to a maximum of 45,00 HP. Modifications to engines are permitted to obtain the 45 HP.

7.4.7 ELECTRICAL SYSTEM

- 7.4.7.1 Charging system to be operational and working. No bridging or removing is allowed. Standard wiring looms only. Flashing of ECU open but restricted to 45HP.

7.4.8 FUELLING

7.4.8.1 Power Commander and Bazzaz are allowed. Jetting is free. Air boxes are to remain standard. No ram air or fresh system may be added.

7.4.9 Fuel as per GCR 240

7.4.9.1 Fuel Octane Booster may be used

7.4.10 COOLING SYSTEM

7.4.10.1 Radiators are free. The original chassis mounting brackets must be used, and the radiator placement must be the same as the stock radiator unit. No glycol-based additives may be used.

7.4.11 EXHAUST SYSTEM

7.4.11.1 Full aftermarket exhaust system may be used.

7.4.12 BODYWORK

7.4.12.1 Body work is free. It is recommended that the bodywork be used from the same manufacturer as the make of the bike.

7.4.13 HANDLEBARS AND HAND CONTROLS

7.4.13.1 Handlebars and hand controls may be relocated.

7.4.13.2 Throttle controls must be self-closing when not held by the hand.

7.4.13.3 Front brake lever protector must be fitted.

7.4.14 FOOTREST / FOOT CONTROLS

7.4.14.1 Aftermarket rear-sets may be fitted. Footrest/foot controls may be relocated but brackets must be mounted to the frame in the original mounting points.

7.4.14.2 Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

7.4.14.3 The end of the footrest must have at least an 8 mm solid spherical radius.

7.4.15 Minimum Weights

Minimum weights: (Measured in Parc Ferme after completing a race)

7.4.15.1 SSP 300: Honda CBR500R - 147 kg

7.4.15.2 KTM RC 390 - 133 kg

7.4.15.3 Kawasaki 300 Ninja - 133 kg

7.4.15.4 Kawasaki 400 Ninja - 137 kg

7.4.15.5 Yamaha YZF-R3 - 137 kg

7.4.16 GENERAL: The following items MAY be altered or replaced:

7.4.16.1 Any type of lubrication, brake or suspension fluid may be used.

7.4.16.2 Gaskets and gasket materials.

7.4.16.3 Instruments, instrument bracket(s) and associated cables.

7.4.16.4 Painted external surface finishes and decals.

7.4.16.5 Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.

7.4.17 TYRES

7.4.17.1 Free

7.5 POWERSPORT

7.5.1 The following motorcycles are eligible to compete in the Powersport class and subsections within the class are as follows and must to the FIM Homologation documents with exception of what is permitted below. Refer to GCR 226:

a) 650cc twin / 700 single

Kawasaki ER6 (2006-2008, 2009-2011,2012-2015)
Kawasaki EX6 (2006-2008, 2009-2011,2012-2015)
Kawasaki Versys (2006-2008, 2009-2011,2012-2015)
Kawasaki Z650 Ninja (2017 onwards)
Suzuki SV 650 Gen 1 (1999-2002)
Suzuki SV 650 Gen 2 (2003-2006)
Suzuki SV 650 Gen 2 (2007-2014)
Suzuki SV 650 Gen 3 (2017 onwards)
Yamaha MT 07 (2015 onwards)
Hyosung GT 650
Hyosung GT 650S
Hyosung GT 650R
Honda NC 700 (2012 onwards)
Addition bikes at organisers discretion

b) 250cc two-stroke; 400cc four-stroke

7.5.2 Fuel: Fuel as per GCR 240

7.5.2.1 Fuel Octane Booster may be used

7.5.3 Tyres: Free

7.5.4 MACHINE SPECIFICATIONS

i. FRAME AND SWING-ARM:

- All motorcycles must display a vehicle identification number on the frame body (chassis number).
- Engine mounting, suspension and swingarm mounting brackets or plates must remain as originally produced by the manufacturer.
- Main frame must remain as originally produced by the manufacturer, swing-arm may not be changed, and the sub-frame (fixed and removable) may be altered or cut to fit race seats.
- Protective 'shark fins' must be fitted to motorcycles where the drive chain runs beneath the swing-arm. Chains that run through the swing arm do not need 'shark fins'.

ii. SUSPENSION

- STC 650CC Twin / 700cc single: Open

iii. RIMS

- STC 650CC Twin / 700cc single: Any rims may be used provided it comes from a bike eligible for the class. The maximum width for the rear rims is 5.5 inches. (Road based 5.5-inch rear rims are permitted.)

iv. BRAKING SYSTEM

- Braided hoses may be fitted
- Brake pads are free

v. ENGINE AND GEARBOX

- Gearbox may be undercut
- Quick shifters may be used

- Lightening of flywheel allowed to compensate for crank breakages, is allowed in STC 650CC TWIN / 700CC SINGLE only
 - **STC 650:** Engine horsepower is limited to a maximum of 73,00 HP.
- vi. ELECTRICAL SYSTEM
- Charging system to be operational and working. No bridging or removing is allowed. Standard wiring looms only
- vii. FUELLING
- Power Commander and Bazzaz are allowed. Jetting is free. Air boxes are to remain standard.
 - Fuel as per GCR 240
 - Fuel Octane Booster may be used
- viii. COOLING SYSTEM
- Radiators are free. The original chassis mounting brackets must be used, and the radiator placement must be the same as the stock radiator unit. No glycol-based additives may be used.
- ix. EXHAUST SYSTEM
- 650CC TWIN / 700CC SINGLE: Open
- x. BODYWORK
- Body work is free. It is recommended that the bodywork be used from the same manufacturer as the make of the bike.
- xi. HANDLEBARS AND HAND CONTROLS
- Handlebars and hand controls may be relocated.
 - Throttle controls must be self-closing when not held by the hand.
 - Front brake lever protector must be fitted.
- xii. FOOTREST / FOOT CONTROLS
- Aftermarket rear-sets may be fitted. Footrest/foot controls may be relocated but brackets must be mounted to the frame in the original mounting points.
 - Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
 - The end of the footrest must have at least an 8 mm solid spherical radius.
- xiii. GENERAL: The following items MAY be altered or replaced:
- Any type of lubrication, brake or suspension fluid may be used.
 - Gaskets and gasket materials.
 - Instruments, instrument bracket(s) and associated cables.
 - Painted external surface finishes and decals.
 - Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.
- xiv. TYRES
- Free

7.6 HISTORIC MOTORCYCLES

- 7.6.1 Motorcycles falling under the following specifications shall be eligible for entry to this class:
- Vintage: Up to 1983
 Historic: 1984 – 1989
 New Era: 1990 – 1998

7.6.2 Modifications must be period -specific; but if not, may be allowed with prior approval of the organizers and Technical Committee. The guideline for specifications follows:

- i. ENGINE:
 - Shall be of period
 - Capacity unlimited
 - Internal modifications are allowed, excluding nitrous; turbochargers and superchargers
 - Gearboxes are open
 - Carburetors and jetting are free
 - Ignition timing is free
 - Valve timing – slotting of timing gears is allowed.
- ii. BRAKING SYSTEM – Front and Back
 - Any callipers may be used
 - Brake pads and friction material are free
 - Any master cylinder may be used
 - Disks are free
 - Adaptor plates and spacers of sound, safe design, and manufacture can be used to mount alternate callipers on the original mounting joints.
 - Aftermarket braided hoses may be used.
- iii. RIMS: are open.
- iv. TYRES: are open.
- v. FORKS:
 - Any forks may be used as initially supplied
 - Internal fork components can be changed or modified
 - Any triple clamps for the forks may be used and may be modified.
- vi. REAR SHOCK ABSORBERS:
 - Rear shock absorbers are free to be replaced with aftermarket items.
 - The shock absorber mounting on the frame must remain standard. Mountings on the swing arm may be moved.
 - The linkages may be modified to suit a replacement shock absorber.
 - Twin shock machines are to remain in that configuration.
 - Mono shock machines are to remain in that configuration.
- vii. FAIRINGS:
 - Bodywork may be replaced with aftermarket racing kits.
- viii. SWING ARM:
 - As initially supplied but can be replaced with an aftermarket unit.
 - Can be lightened or strengthened, and superfluous brackets removed.
 - Frame geometry may be altered.
- ix. ELECTRICAL:
 - Original starting equipment may be removed on safety grounds.
 - The charging system may be disconnected, removed or gutted.
 - The ignition system is open.
- x. FRAME:
 - Frame geometry may be braced and gusseted.
 - Frame geometry may be altered.

7.6.3 Riders must declare non-period-specific modifications to the organizers for approval before entry

7.6.4 The spirit of Historics must be considered at all times.

7.6.5 All motorcycles must comply with minimum safety requirements for circuit racing.

7.6.6 Motorcycles must be capable of circulating at a minimum speed which will not endanger other competitors, at the discretion of the organizers and Clerk of the Course.

7.6.7 All motorcycles must use pump fuel, available to the general public via normal filling stations. Refer to GCR 240

7.6.7.1 Fuel Octane Booster may be used

7.7 MASTER CLASSES:

- 7.7.1 Master Class A will be for Masters Motorcycles lapping at a lap time TBA Via a Bulletin sec or faster
- 7.7.2 Master Class B will be for Masters Motorcycles lapping at a lap time of TBA Via a Bulletin sec or slower
- 7.7.3 All motorcycle riders from the year of their 56th birthday may participate in the Club Championships in this category.
- 7.7.4 Masters Class will be considered a sub-championship, with all riders being entered in the class that is specific to their motorcycle, and in the Masters A or Masters B Class as well
- 7.7.5 Points scored in Masters A or B Classes do not count towards the overall Club Championship

7.8 BREAKFAST RUN CLASS: - NON CHAMPIONSHIP CLASS

- 7.8.1 All first-time riders may start out in the Breakfast Run Class at their first race day.
- 7.8.2 Should a rider wish to participate in the motorcycle racing events held at the East London Grand Prix Circuit; but his motorcycle does not fit into the existing categories, he will be eligible to participate in the Breakfast Run Class
- 7.8.3 All 600cc and Unlimited competitors who fall below the time split of TBA Via a Bulletin may ride in this class until they are up to speed to participate in the correct class.
- 7.8.4 The Breakfast Run Class is a Non-Championship class.

8. BREAKOUTS – MASTERS AND BREAKFAST RUN CLASSES

- 8.1 Master B and Breakfast Run Riders who records a lap time of more than 0.1 seconds faster than TBA (will be communicated via a Bulletin), on two separate occasions, in either official timed practice or in any race, will be promoted and placed in an appropriate class according to the lap time at the following event.
- 8.2 All breakouts in respect of the current year will be carried forward to the following year i.e. all competitors who broke out twice and moved up a class in 2025 will be carried forward to 2026. If you only “broke out” once in 2025 you will not carry this break out into 2026.
- 8.3 NOTE: Any break-outs within the last 30% of the Championship will be scored immediately in terms of SSR 8.6
- 8.4 A rider actually starting from a grid position attained from an incorrectly recorded fast time will accept that he/she did that time and it will count for a breakout time.
- 8.5 A rider 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.
- 8.6 Should a rider score points in a particular class and thereafter move up to the next class (E.g. from Masters B into Master A), he/she will carry forward any points obtained up to that point with the following proviso:
In order to qualify for class placings at the end of the Championship year, at least 30% of total points must be scored in that particular class. If a competitor breaks out of a class with less than 30% of races remaining, he will be scored in the position in the class in which he broke into, in his original class. (e.g. should he finish 2nd in the higher class, he will carry 2nd place points back to his original class that he broke out of for purposes of the Championship.) If a competitor is scored in his previous class due to the fact that he completed less than 30% of the events in the new class, then the class which he broke into will be scored as if he did move up to this class for the Championship.

9. RIDER CONDUCT

- 9.1 Refer MSA Circuit Racing SSRs 49 to 66 (where applicable).
 - 9.2 Bumping and / or pushing of other motorcycles on the circuit is not allowed and any riders found doing this will be penalized 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.
 - 9.3 Any competitor who disadvantages another competitor by bumping said competitor's motorcycle, 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 penalized so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
 - 9.4 The motorcycle ahead of any other motorcycle in any 'train' of two or more motorcycles 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.
 - 9.5 When attempting an overtaking manoeuvre coming into a turn, at the end of the braking area, the front wheel of the overtaking motorcycle must be past the foot pegs of the motorcycle ahead before the entry to the turn
 - 9.6 If this is not the case then the overtaking motorcycle must back off and allow the motorcycle ahead to take the racing line through the corner.
 - 9.7 If the front wheel of the overtaking motorcycle is past the foot pegs of the motorcycle ahead, the lead motorcycle must take a line so as to allow both motorcycles to successfully negotiate the corner and exit.
 - 9.8 Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.
 - 9.9 At the discretion of the Clerk of the Course, all new riders to the Championship may be required to have ribbons (Candy Tape) attached to the rear of their motorcycles, a bright bib or an "X" on the rear of the motorcycle rider, for their first two or three race meetings.
- 9.10 YELLOW / RED CARDS
- a) The Clerk of the Course shall be empowered to make use of yellow / red cards in respect of rider conduct issues, as per the following:
 - b) A rider receiving a yellow card will be given a 3-place grid penalty for each of the 3 races under yellow card conditions.
 - c) No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
 - d) A yellow card shall have the effect of placing a competitor's riding conduct 'under observation' for the following three (3) races forming part of the Championship.
 - e) A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on the left- & right-hand side of his / her motorcycle at all times during the affected races, alternatively, yellow ribbons will be attached to the motorcycle under observation.
 - f) If a competitor is found guilty of an offence while 'under yellow' he / she may, following a hearing, be issued with a red card.
 - g) Should a competitor receive three yellow cards in one season, the Clerk of the Course reserves the right to issue the competitor with a red card.
 - h) 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.
 - i) 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.
 - j) 'Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await any additional footage (or other suitable evidence) which may be available after the event before making a decision.
The competitor will generally be informed on the day if further evidence is being awaited.

- k) 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).
- l) Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 215.
- m) 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 or the Stewards in the case of a protest. However, competitors guilty of an offence in the last race of the season may be penalized accordingly depending on the severity of the offence.

10. GENERAL

- 10.1 Should a rider use another motorcycle due to engine / mechanical failure, permission must first be obtained in writing from the Clerk of the Course who will act in conjunction with the Scrutineer / Technical Consultant (TC). His decision to grant / withhold such permission will be final.
- 10.2 Location of timing transponders - Shall be mounted as per MSA Circuit Racing SSR 83(ii). Failure to comply may result in exclusion from the race / race meeting concerned.
- 10.3 It is the sole responsibility of all competitors to ensure that their motorcycles comply with these 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.

11. COMPETITION NUMBERS

- 11.1 All competition numbers must comply with MSA stipulations relating to size and colour. Numbers must be clearly displayed on the front and both sides of the motorcycle.
- 11.2 The relevant Class Representative, on behalf of the Controllers, shall allocate all competition numbers. All competitors are to carry relevant series sponsor decals.
- 11.3 The current Champion will have the right to retain his previous competition number during his reign even though it may not be used.
- 11.4 Competition numbers shall be retained throughout the Championship year and are not to be changed.

12. CHAMPIONSHIP EVENTS

The events making up the Championship are listed in the 2026 MSA Calendar. When more than one race is held on any one particular day, the overall positions for the day will be determined by the total time of all the day's races added together and 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 Club Championship

13. POINTS SCORING (NOT FOR BREAKFAST RUN CLASS)

13.1 Points will be scored in each race/heat for each class if three (3) or more motorcycles start the said race / heat as follows:

~~1st – 10 points, 2nd – 9 points, 3rd – 8 points, 4th – 7, 5th – 6, 6th – 5 points and so on.~~

1st – 25 points, 2nd – 20 points, 3rd – 16 points, 4th 13, 5th 11, 6th 10 points and so on.

If five (5) or less motorcycles only half points will be scored

~~If less than three (3) motorcycles start a race / heat in a class the points will be scored as~~

~~Follows~~

~~2 motorcycles – 1st – 9 points, 2nd – 8 points~~

~~1 motorcycle – 1st – 8 points~~

- 13.2 There must be an average of six (6) eligible starters for 60% of the nominated Championship events for the combined classes, for the race meeting itself to qualify for Championship status. To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and/or participate in the race/event itself (Refer SSR 82 i).
- 13.3 In order to be classified as a finisher, a motorcycle must have completed not less than two thirds (66.6%) of the distance of the race under its own power. The two thirds shall be calculated by rounding off to the nearest lap.
- 13.4 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) on the day of the event.
- 13.5 Awarding of trophies for the day will be done by calculating the competitor's **points scored during the heats on the day.** ~~total race time from each race added together.~~
- 13.6 Riders who are non-starters; non-finishers or disqualified shall receive zero (0) points.

14. CHAMPIONSHIP FORMAT

- 14.1 The Championship will generally consist of a minimum of eight (8) rounds (sixteen (16) races) for the 2026 year **consisting of eight (8) laps per heat.**
The organisers reserve the right to host more than three (3) races at any of the rounds to make up the minimum number of races for the year.
- 14.2 There shall be no "throw-away" races in the 2026 Championship.
- 14.3 Notwithstanding the above, ALL races held at East London Grand Prix Circuit during 2026 for the said category will count towards the Championship.

15. QUALIFYING, STARTING & STARTING GRID

- 15.1 The qualifying session will determine the starting grid as per below:
 - a) Fastest Lap in Qualifying - Starting position for Race 1 **& Race 2**
 - ~~b) Fastest Lap in Race One - Starting position for Race 2~~
 - ~~c) Fastest Lap in Race 2 - Starting position for Race 3~~
- 15.2 For purposes of warm-ups and qualifying, classes may be amalgamated. A ten (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 Eventualities: If a competitor does not post a lap time in Qualifying or race, he/she will start at the back of his/her class.

16. CHAMPIONSHIP STATUS

Should less than ten (10) qualifying races be held and scored during the season, the Championship may be declared null and void by the Controllers.

17. 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.

18. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the BMSC and/or the MSA Website, and any objections concerning the scoring must be received by the Controllers in writing not later than seven (7) days following the publication of the scoring. The Controllers reserves the right to correct clerical errors at any time.