



MSA BORDER REGIONAL MODIFIED SALOON CAR REGULATIONS

VERSION 1

1 JANUARY 2026

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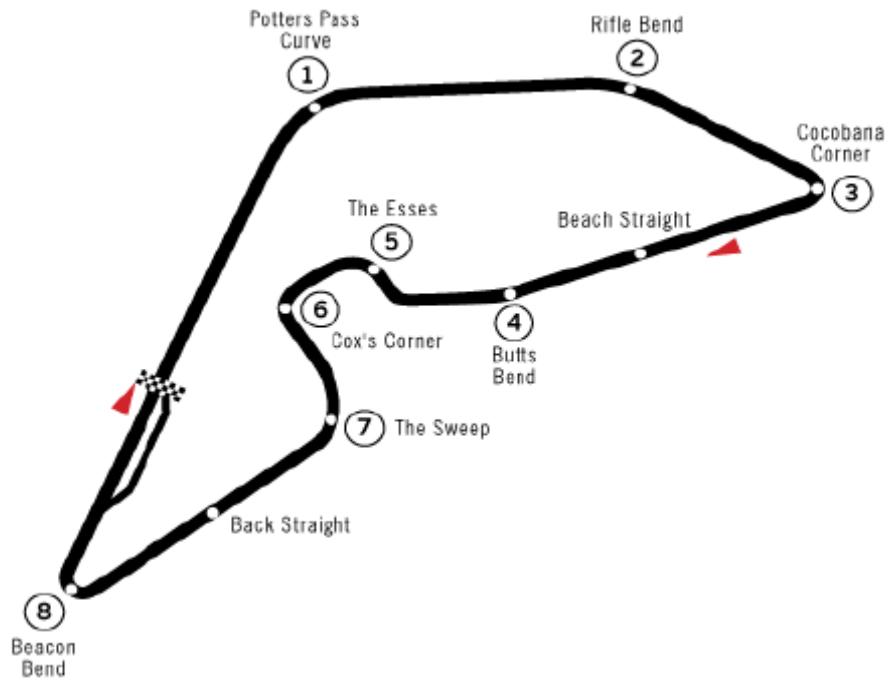
All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Regional Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS

The controllers of the Championship will be the Motorsport South Africa (herein referred to as MSA) Border Regional Committee. All Championship events will be run under the auspices of Border Motorsport Club, in consultation with the Border Modified car association. The organisers and promoters of the Championship shall be Border Motorsport Club.

2. VENUE

All Championship rounds will be held at East London Grand Prix Circuit, situated in West Bank, East London. 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



3. AIM OF THE CHAMPIONSHIP

To declare the overall Border Regional Modified Car Champion and to announce the winners of the various classes as per SSR 8.

4. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2026.

5. ELIGIBILITY OF DRIVERS

The Border Regional Modified Car Championship will be open to all competitors resident within the geographical area of the Eastern Cape. Any competitor who is not resident in the Eastern Cape and wishes to score in the Championship must apply to the controllers in writing. All eligible drivers must be in possession of a minimum of a current MSA Regional Circuit racing competition licence valid for car racing, as appropriate. Competitor's age: Refer MSA Circuit Racing SSR 1.

6. INCIDENT REPORTS

Every driver is to return their completed incident report form (after any incident with any competitor, family or pit crew) to the Clerk of the Course within one (1) hour after having either retired from or completed the event (see MSA Circuit Racing SSR 61).

7. ELIGIBILITY OF VEHICLES

- 7.1 All saloon cars, station wagons, hatchbacks, coupe bodies, LDV's or open top-
- 7.2 Any engine may be fitted to any vehicle. Turbo-charging, Supercharging or Compressors are permitted.
- 7.3 There is no restriction on the make and type of tyres used.
- 7.4 Headlight units may be removed for day time racing only, but must be replaced with covers or air intakes. If headlight units with glass are retained, they must be adequately and securely taped.
- 7.5 All wheels must be covered with mudguards.

8. CLASSES

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

- **Class A+** - 1min 27.99 and below
- **Class A** - 1min 28.00 to 1min 30.99
- **Class B** - 1min 31.00 to 1min 34.99
- **Class C** - 1min 35.00 to 1min 38.99
- **Class D** - 1min 39.00 to 1min 42.99
- **Class E** - 1min 43.00 and over
- **Class X** - All new drivers will be placed in class X at their first event.

- 8.2 Any new car & driver combination:

- a) Will be allocated to a class according to their best three same class times achieved at their first race day.
- b) They will compete in Class X for the first day. Any points scored in Class X will be allocated to actual finishing position of the competitor to the class in which he/she fits after the days racing.
- c) Class X points will only be used for trophies in class X on race day.
- d) All new drivers to the Championship will be required to have ribbons (Candy Tape) attached to the rear of their vehicles for their first three race meetings or to have a "X" displayed on the back of their car.
- e) The onus is on the competitor to ensure that he/she is entered in the correct class on the race days that follow.

8.3 Break-out rules

- a) A driver who records a lap time of more than 0.01 seconds faster than the class cut-off times shown in 8.1 on three (3) separate occasions in one (1) race meeting or three (3) separate occasions at different race meetings, in either official timed qualifying or in any of the official Championship races/heats, will be promoted and placed immediately in an appropriate class according to the lap time at the same event.
- b) All points scored at that event will be deemed to have been scored in the new class.
- c) All breakouts in respect of the current year will not be carried forward to the following year.
- d) If a driver breaks into the next class by more than two (2) seconds on one occasion, they will be deemed to have broken-out in the next class and all points scored for the day will be scored as if he had broken-out three (3) times (all points will be scored in the new class).
- e) For the purpose of counting the number of cars in a class, the breakout car will be deemed to be in the class in which he started the day.
- f) At the start of the new Championship season, the driver's three (3) fastest lap times, in the same time class, will determine the time class for the day and going forward.

NOTE: Any break-outs within the last 30% of the Championship (two (2) rounds) will be scored immediately in terms of SSR 14.7.

- 8.4 A driver 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 or may start at the back of their class.
- 8.5 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. These special circumstances being, if a driver's car in which he/she is using to compete in this Championship, is completely destroyed, the competitor may apply to have, either that rebuilt car or another car classified at the first race meeting. Consent must have been obtained before the start of the race meeting, (See SSR 11.1. below)
- 8.6 If a driver breaks out and it is not noticed by the Points coordinator, then the coordinator will be required to rework the points from the day of the breakout to the latest results.

9. **DRIVER CONDUCT**

Refer to the MSA Circuit Racing SSRs 46 to 66 (where applicable).

- 9.1 Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalized by the Clerk of the Course or the Stewards in the case of a protest in terms of GCR 157. The Clerk of the Course or Stewards must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- 9.2 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 or the Stewards in the case of a protest, 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.
- 9.3 The vehicle ahead of any other vehicle in any 'train' of two (2) 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.

9.4 Entering the Corner (Phase 1)

When two or more cars enter the breaking zone of a corner together it is expected ~~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/she wishes (inside, middle or outside) provided that he/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.

9.5 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.**

9.6 **Exiting the Corner (Phase 3)**

From the “apex” out, the car on the inside will take extra care not to drift wide under power forcing the car on the outside 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.

9.7 **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 changes 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 / she 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 / she must have chosen his / her line - left or right - if he / she 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.

10. YELLOW/RED CARDS

10.1 The process for reviewing incidents and then applying penalties.

- a) A written Incident Report must be in the hands of the Clerk of the Course within thirty (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 SSR 61. Should the Clerk of the Course have not received the written intent to submit the incident report within thirty (30) minutes, then no further action will be taken on incident reports received as per MSA Circuit Racing SSR 61. However, the Clerk of the Course may request further incident reports outside of this time limit.
- b) 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.
- c) 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.

10.2 The Clerk of the Course and the Stewards in the case of a protest, 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 forming part of the Championship.
- c) A driver receiving a yellow card will be given a 3 place grid penalty for each of the 2 race meetings (6 heats) under yellow card conditions.
- 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 (two (2) yellow) while 'under yellow' he / she may be issued with a red card at the sole discretion of the Clerk of the Course and the Stewards in the case of a protest.
- f) Should a competitor receive three (3) yellow cards in one (1) season, the Clerk of the Course and the Stewards in the case of a protest, 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 remainder of the same day's race meeting AND the next full race meeting forming part of the Championship.
- h) In the event of the Clerk of the Course and the Stewards in the case of a protest, deeming a first (1st) offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he / she 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 and the Stewards in the case of a protest, 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. The Clerk of the Course or the Stewards in the case of a protest, will set the time limit for each incident on merit.
- j) Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest the findings of the Clerk of the Course.
- 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 214.
- 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 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.

11. USE OF CARS AND TRANSPONDERS

- 11.1 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 right of remaining in their current class or have their class classified on the best times achieved at that day meeting. However, written permission must be obtained from the Controllers should the driver wish to be re classified (SSR 8.5. above).
- 11.2 Should a driver use another vehicle due to engine / mechanical failure, permission must first be obtained 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. If permission is granted to use another car during a race meeting, the driver must start at the back of his class on the grid.
- 11.3 A driver may use an alternative car if his car breaks on the day, but will go into class X and will be scored in the class he/she falls in for the day's racing only.
- 11.4 No substitute cars are allowed to be used to score in the same Class or Overall Championship on the day's race. The car you qualify in is the car you score in for the day's racing.
- 11.5 Location of timing transponders. Shall be mounted as per MSA Circuit Racing SSR 83(ii), or as required by the Timekeeper. Failure to comply may result in exclusion from the race meeting concerned.
- 11.6 It is the competitors responsibility to ensure that their transponder is working during official practice / warm up.

12. COMPETITION NUMBERS

- 12.1 All competition numbers must comply with MSA stipulations relating to size and colour. Minimum size is A4 and Arial font for rear windows both sides and A5 on right hand top side of windscreen if standing in front of the car, the number must also have the class as a prefix (half the size of the number).
- 12.2 The Modified Car Class representative, on behalf of the Controllers, shall allocate all competition numbers.
- 12.3 The current Champion will have the right to retain his/her previous competition number during his/her reign and not use No.1, in the event of the Champion choosing to use No 1, his/her original race number may not be used by another competitor, now nor in the future.
- 12.4 Competition numbers shall be retained throughout the Championship year and are not to be changed.

13. CHAMPIONSHIP EVENTS

- 13.1 The events making up the Championship are listed in the 2026 MSA Border Motorsport calendar. There will be seven (7) race meetings each having three (3) races/heats. All races/heats will consist of eight (8) laps. The organizers reserve the right to host more or less than three races/heats at any of the rounds to make up the minimum number of ~~rounds~~/ races/heats for the year.
- 13.2 Trophies for the day's results
Trophies will be awarded based on the day's total points from all three (3) races/heats.
If a tie should arise, in determining the overall winner for the day, the driver with the least time taken to cover all three (3) races/heats will be declared the winner.

14. POINT SCORING PER CLASS

- 14.1 Points will be scored by the finishers in each race for each class determined by the number of cars that qualify for that class plus any cars that breakout into that class on the day. There must be at least three (3) cars that qualify on the day in a class to score maximum of fourteen (14) points.
- 14.2 1st place - 14 points
2nd place - 12 points
3rd place - 10 points
4th place - 9 points
5th place - 8 points
6th place – 7 points
And so forth down to 12th place - one (1) point
- 14.3 Less than three cars per class to qualify:
2 cars: 1st place = 12 points, 2nd place = 10 points
1 car = 1st place 10 points.
Except in Class A+, A where 1 car is also = 12 points for 1st
If there are six (6) or more cars who qualified in the same class. An extra 3 points will be added onto the end of the race day total conditional that the competitor has completed all three (3) heats on the day.
- 14.4 There must be ~~a minimum of eight (8)~~ **an average of six (6)** eligible starters in 60% (four (4) rounds) of the nominated Championship **events** in the combined classes, 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 event supplementary regulations for the event, and/or participate in the race/event **itself** (Refer to MSA Circuit Racing SSR 82 i).
- 14.5 Competing drivers who are ineligible for the Championship, for whatever reason, will be ignored in the results for the purpose of scoring the Championship, but will qualify for awards (trophies) on race day.

- 14.6 Should a driver score points in a particular class and thereafter move up to the next class, he/she will carry forward any points obtained up to that point with the following proviso:
- 14.7 If a driver breaks out of a class with less than 30% of the Championship (two (2) rounds) remaining, he / she will be scored in the position in the class in which he / she broke into, and not in his / her original class, his / her points will be carried over to his original class in the Championship log though in which he stays (i.e. should he finish 2nd) in the higher class, he will carry 2nd place points back to his original class).
- 14.8 A driver can only be allocated points in one class for the Championship but will score points in his / her class for the day trophy in his new class.
- 14.9 No amendments can be made to the points scoring system for 2026 once the first event of 2026 has been run.

15. CHAMPIONSHIP FORMAT

The 2026 Championship will consist of seven (7) local rounds. The organisers reserve the right to host more or less than three heats at any of the rounds to make up the minimum number of rounds / heats for the year.

16. NUMBER OF EVENTS TO COUNT

- 16.1 The Championship scoring will consist **of the competitors** ~~your~~ **18** (eighteen) best scored races/**heats**. In other words, you may drop either a full round or three (3) separate heats from throughout the year total of 21 (twenty one) heats (seven (7) rounds of three (3) races/heats).
- 16.2 The Championship scoring will consist of your **18 (eighteen) heats**.
- 16.3 In order to drop one of your heats you will have needed to at least start the qualifying session and set a qualifying time in the round that you wish to drop the heat from.
- 16.4 Events not participated in may be used as drops. If less than the minimum six (6) rounds eighteen (18) races/heats) are run by the organizers, no drops will be allowed. If a competitor is disqualified, he / she may not use this race / heat as a “drop race/heat”.

17. QUALIFYING, STARTING & STARTING GRID

- 17.1 The qualifying session will determine the starting grid for Race/Heat 1:
Fastest Lap in Qualifying - Starting position for Race/Heat 1
Finishing Position in Race 1 - Starting position for Race/Heat 2
Finishing Position in Race 2 - Starting position for Race/Heat 3
- 17.2 For purposes of qualifying, classes will be amalgamated if there are not enough competitors. In the case of a larger field a split qualifying can be allow on request to the Clerk of the Course. The Clerk of the Course can break the qualifying into classes as deemed necessary. A 15 (fifteen) minute session will be allocated to each qualifying session. During this time a competitor may take to the circuit at any time. The fastest lap will determine the starting grid as above. The tyre choice will be determined by the competitor, i.e. either wet weather tyres or slicks.
- 17.3 If Competitor does not post a lap time in qualifying.
If a competitor does not post a lap time in Qualifying he / she will start at the back of the grid.
- 17.4 If Competitor does not finish Heat 1 or Heat 2
If a competitor ~~does not take the flag in~~ **finish** Race/Heat 1 or Race/Heat 2, he/she will start at the back of the grid and if there are more than one (1) non-finishers, then the number of laps completed will be taken into account for grid positions (See **MSA Circuit Racing** SSR 29). The competitor is responsible for ensuring that he/she notifies the Clerk of the Course, of their intention to start Race/Heat 2 or Race/Heat 3.

18. START PROCEDURE

- 18.1 All starts to be rolling starts **as per MSA Circuit Racing** SSR 39 to be adhered to.
For Safety Car restarts – refer to **MSA Circuit Racing** SSR 45
If a Red Flag – stop on starting grid, **DO NOT** enter pit lane unless instructed to do so.
- 18.2 If you are in a class A+, A, B, C, D or E ~~class car~~ and you do not make the grid because of the closing of the ~~gate~~ **pit lane**, you will be allowed to join the race/heat during the formation lap and you will be allowed to take your place at the back of your class. In the event of any of the above class cars being forced to start from pit lane, the Clerk of the Course will instruct the starting official to release the grid for the formation lap by class with a gap between classes. It is the responsibility of the competitors not to close this gap until the field reaches the Pace Car.
- 18.3 It is the responsibility of the competitor/s starting in Pit lane to ensure that they take up ~~the right~~ **their correct** position behind their class or they could face a time penalty from the Clerk of the Course.
- 18.4 If a class E car is to start from pit lane, then they will start from the back of the field. There will be no need for the Clerk of the Course to call for a staggered formation lap.
- 18.5 In order for this rule to work effectively, all cars will have to indicate on their front and side windows, in which class they are racing. This is to assist the drivers joining the field and the Clerk of the Course and the Official starter.

19. CHAMPIONSHIP STATUS

- 19.1 Should less than ~~eight (8)~~ **an average of six (6)** cars start qualifying or races on race day for at least 60 (sixty) % of the events (4 race meetings), then that race meeting will not qualify for the Championship.
- 19.2 Should there be less than six (6) qualifying races (eighteen (18) races/heats) be held and scored during the season, the Championship may be declared null and void by the Controllers.

20. 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.

21. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be available on the Motorsport SA website (www.motorsport.co.za) and any objections concerning the scoring must be received by MSA 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.

22. DECLARATION OF CHAMPIONSHIP

The MSA Border Regional Committee, at its sole discretion, is responsible for declaring a winner of the Championship, or to withhold such declaration.

23. FUNCTION OF BORDER MOTORSPORT CLUB AS ORGANISERS

The primary function of the BMSC is to organize and promote the events that make up the Championships. The Border Motorsport Club Committee will organize and facilitate the end of year prize giving, which will be combined with all the other categories falling under BMSC. This prize giving will be hosted at a venue agreed by the Border Motorsport Club Committee. It is the function of the Border Modified Car Committee, in conjunction with BMSC marketing committee to obtain sponsors for the categories as set out and to facilitate the payment of travelling/prize monies/ race day and annual prize giving trophies.

24. GENERAL

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