



**REGULATIONS AND SPECIFICATIONS FOR THE 2020 BORDER REGIONAL MODIFIED SALOON CAR
CHAMPIONSHIP**
(162201/144)
VERSION 2 AS AT 06.11.2020

<i>Modified rule number</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
12.1	Immediate effect	30.10.2020	Wording deleted and added
12.3	Immediate effect	30.10.2020	Wording added
15	Immediate effect	30.10.2020	Wording deleted and added
16	Immediate effect	30.10.2020	Wording deleted and added
19.2	Immediate effect	30.10.2020	Wording deleted and added

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 Modified car association. The organizers and promoters of the championship shall be Border Motorsport Club.

2. VENUE

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

3. AIM OF THE CHAMPIONSHIP

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

4. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2020.

5. REGULATIONS

All race meetings shall be held under the 2020 General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Sporting Regulations and the event Supplementary Regulations (SR's) issued by the promoters / organizers, plus any relevant 2020 MSA Bulletins / Circulars together with any additional instructions issued to competitors by the Organizers or MSA.



6. ELIGIBILITY OF DRIVERS

The Championship will be open to all driver's 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 current MSA Regional or National circuit racing competition license valid for circuit car racing, as appropriate.

7. INCIDENT REPORTS

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

8. ELIGIBILITY OF VEHICLES

- 8.1 Any engine may be fitted to any vehicle. Turbo-charging, Supercharging or Compressors are permitted.
- 8.2 There is no restriction on the make and type of tyres used.
- 8.3 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.
- 8.4 All wheels must be covered with mudguards.

9. CLASSES

9.1 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 to 1min 46.99
- **Class F** 1min 47.00 and over

9.2 Any new car/driver will be allocated to a class according to their best three same class times achieved at their first race day. Any points scored in a Class will be allocated to actual finishing position of the competitor to the class in which he/she fits after the days racing. The onus is on the competitor to ensure that he/she is entered in the correct class on the race days that follow.



9.3 Break-out rules

- a) A driver who records a lap time of more than 0.1 seconds faster than the class cut-off times shown in 9.1 on three separate occasions in one race meeting or three separate occasions at different race meetings, in either official timed qualifying or in any of the official championship 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 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 times.
- 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 fastest time, 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 will be scored immediately in terms of point 13.7

9.4 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 start may start at the back their class.

9.5 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 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 meeting. Consent must have been obtained before the start of the race meeting, point 10.1.

9.6 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, however, once the overall winner and the class champions have declared for the season, then no disputes, objections or protests will be entertained as the Championship Coordinator's declaration will be final and binding on all drivers.

9.7 Driver Conduct

- a) Refer SSR's 46 to 66 (where applicable).
- b) At the discretion of the COC, SSR 50 i) i) (White Line Rule) may be implemented at any stage.
- c) 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 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.



- d) Any competitor who disadvantages another competitor by bumping said competitor's vehicle, 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.
- e) The vehicle ahead of any other vehicle in any 'train' of two or more vehicles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking maneuver.
- f) When attempting an overtaking maneuver coming into a turn, at the end of the braking area, the front bumper of the overtaking vehicle must be past the "B" pillar of the vehicle ahead before the entry to the turn.
- g) If this is not the case then the overtaking vehicle must back off and allow the vehicle ahead to take the racing line through the corner. This will be the head of the Open Top car, where the car does not have a door.
- h) If the bumper of the overtaking vehicle is past the "B" pillar of the vehicle ahead or the Head of an Open Top car, the lead vehicle must take a line so as to allow both vehicles to successfully negotiate the corner and exit.
- i) Note: The rule 9.7 (f) does not apply to 'sweeps', which are treated as normal 'straight line' racing.
- j) 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.

9.8 YELLOW / RED CARDS

- a) The Clerk of the Course shall be empowered to make use of yellow/red cards in respect of driver conduct issues, as per the following:
- b) 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.
- 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 driving conduct 'under observation' for the following two race meetings (6) heats 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 race car at all times during the affected races.
- f) If a competitor is found guilty of another offence (2nd yellow) while 'under yellow' he/she may be issued with a red card at the sole discretion of the COC.
- g) Should a competitor receive three yellow cards in one season but in each case, not while under yellow, the COC will have 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 remainder of the same day's race meeting AND 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. The Clerk of the Course will set the time limit for each incident on merit.
- k) 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, but the Steward's decision is final and cannot be appealed.
- l) Yellow / red cards issued in one racing season will not be carried over into the next racing season. However, competitors guilty of an offence in the last race of the season may be penalized accordingly, depending on the severity of the offence, by way of a time penalty or disqualification in the heat in which the offence accrued.

10. USE OF CARS AND TRANSPONDERS

- 10.1 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 point 9.5.

If a driver, who is currently in the championship, uses another car he will enter in the Class in which he is competing on the day and be bound by point 9.2 & 9.5 Any driver using another vehicle which is slower than, or equal to the regular class of the driver, will score points for the championship in the actual finishing position of that driver's class. The days racing will be bound by his/her class point 9.1.

Should a driver use another vehicle due to engine / mechanical failure, permission must first be obtained from the COC who will act in conjunction with the Scrutineer / 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.

- 10.2 Location of timing transponders. Shall be mounted as per SSR 83(ii), or as required by the Timekeeper. Failure to comply may result in exclusion from the heat /race meeting concerned.
- 10.3 It is the driver's responsibility to ensure that their transponder is working during official practice.

11. COMPETITION NUMBERS

- 11.1 The Mod Car Chairman, on behalf of the Controllers, shall allocate all competition numbers.
- 11.2 The current champion will have the right to retain his previous competition number during his reign and not use No.1, in the event of the champion choosing to use no 1, his original race number may not be used by another competitor, now nor in the future.
- 11.3 Competition numbers shall be retained throughout the championship year and are not to be changed.



12. CHAMPIONSHIP EVENTS

12.1 The events making up the championship are listed in the 2020 MSA Border Motorsport calendar. There will be ~~seven (7)~~ **three (3)** race meetings each having 3 heats.

12.2 Heat 1 & 3 will consist of six (6) laps while Heat 2 will be eight (8) laps.

12.3 One (1) race meeting, the Border 100, will have 2 heats and both heats will be eight (8) laps.

13. TROPHIES FOR THE DAYS RESULTS

Trophies will be awarded based on the day's total points from all 3 heats.

If a tie should arise, in determining the overall winner for the day, the driver with the least time taken to cover all 3 heats will be declared the winner.

14. POINTS 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 cars that qualify on the day in a class to score maximum of Fifteen (15) points.

14.2	1st place	-	15 points
	2 nd place	-	12 points
	3 rd place	-	10 points
	4 th place	-	9 points
	5 th place	-	8 points
	6 th place	-	7 points

And so forth down to 12th place = 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 = 12points for 1st

14.4 There must be a minimum of eight (8) eligible starters in 60% of the nominated championship events of 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 supplementary regulations for the event, and/or participate in the race/event itself Refer 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 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, and not in his original class, his points will be carried over to his original class in the championship log though in which he stays. (ie 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 class for the day trophy in his new class.

15. CHAMPIONSHIP FORMAT

Due to the COVID-19 pandemic which shortened the racing season, the 2020 Championship will consist of ~~7~~ five (5) local rounds.

16. NUMBER OF EVENTS TO COUNT

The championship scoring will consist of your 18 best scored heats, in other words you may drop either a full round or 3 separate heats from throughout the year's total of 21 heats (7 rounds of 3 heats).

In order to drop one of your heats you will have needed to at least start the qualifying of the round that you wish to drop the heat from.

The championship will consist of 12 heats.

17. QUALIFYING, STARTING & STARTING GRID

17.1 The qualifying session will determine the starting grid for heat 1:

Fastest Lap in Qualifying	-	Starting position for Heat 1
Finishing Position in Heat 1	-	Starting position for Heat 2
Finishing Position in Heat 2	-	Starting position for Heat 3

17.2 For purposes of qualifying, classes will be amalgamated. A 10-minute session will be allocated to each combined class. During this time a competitor may take to the circuit at any time. 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 Competitor does not post a lap time in qualifying or in Heat 1.
If a competitor does not post a lap time in Qualifying or finish Heat 1, he/she will have the right to apply to start at the back of his/her class, however the driver must apply to the COC at least the heat before their event. The COC can insist that this request be made in writing.

17.4 Competitor does not finish Heat 1
If a competitor does not take the flag in Heat 1, he/she will start at the back of his/her class and if there are more than one non-finishes, then the number of laps completed will be taken into account for grid positions (See SSR 29). The competitor is responsible for ensuring that he/she notifies the COC, of their intention to start Heat 2.



18. START PROCEDURE

18.1 ALL STARTS TO BE ROLLING STARTS

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 the closing of the gate, you will be allowed to join the heat on 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 COC 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 drivers not to close this gap until the field reaches the Pace car.

18.3 It is the responsibility of the driver starting in Pit lane to ensure that they take up the right position behind their class or they could face a time penalty from the COC.

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 COC 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 back windows, in which class they are racing. This is to assist the drivers joining the field and the COC and the Official starter.

19. CHAMPIONSHIP STATUS

19.1 Should less than eight (8) cars start qualifying on race day for at least 60% of the races (4 race meetings), then that race meeting will not qualify for the championship.

19.2 Should there be less than ~~seven (7)~~ **four (4)** qualifying races/~~heats~~ **meetings** held and scored during the season, the championship may be declared null and void by the Controllers.

19.3 Once the overall winner and the class champions have declared for the season, then no disputes, objections or protests will be entertained as the Championship Coordinator's declaration will be final and binding on all drivers.

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 7 days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.



22. DECLARATION OF POINTS AWARDED

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. Unless otherwise specified by the BMSC Committee, this prize giving will be hosted at the Border Motorsport Club. It is the function of Mod Car Committee, in conjunction with BMSC marketing committee to obtain sponsors for the categories as set out and to facilitate the payment of traveling/prize monies/ Race day and annual prize giving trophies.

24. AMENDMENTS

The Controllers reserve the right to introduce new regulations and or amend the existing regulations. Any such amendment/addition to the regulations shall, however, only come into effect once it has been published in an official MSA circular. All additions / amendments will be published on the official notice board and circulated to all competitors at least seven (7) days prior to a race meeting. No amendments can be made to the points scoring system for 2020 once the first race has been run.

25. GENERAL

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