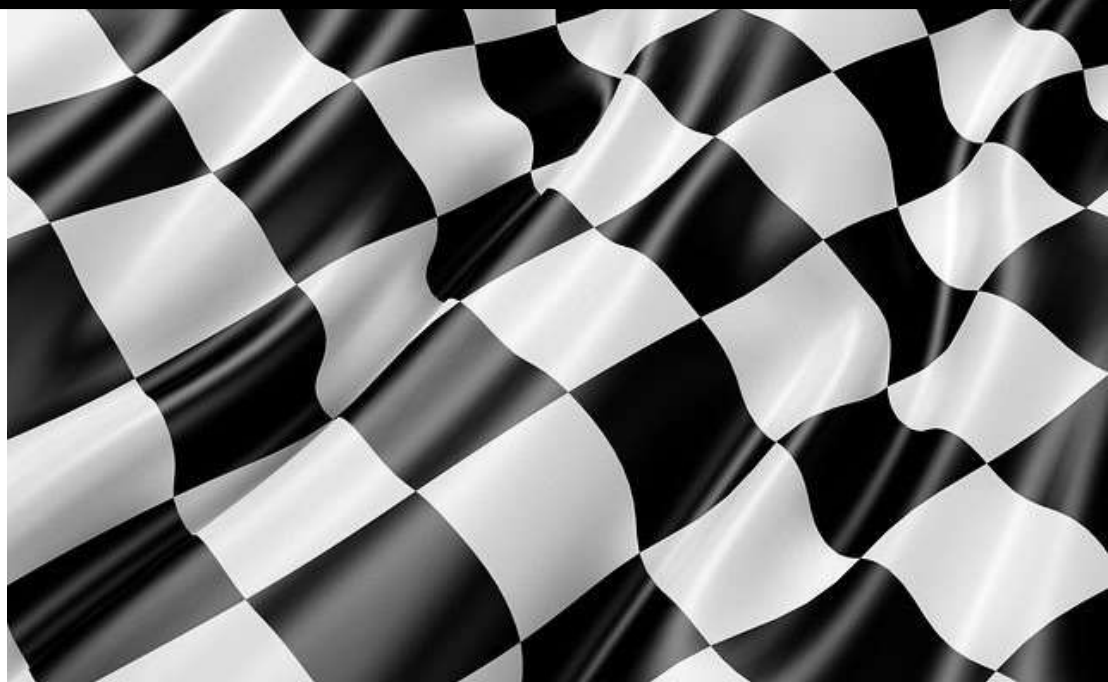




2022

Club Standing Supplementary Regulations

Border Modified Car Championship



Version 1

1 January 2022

Ref: 162618/144

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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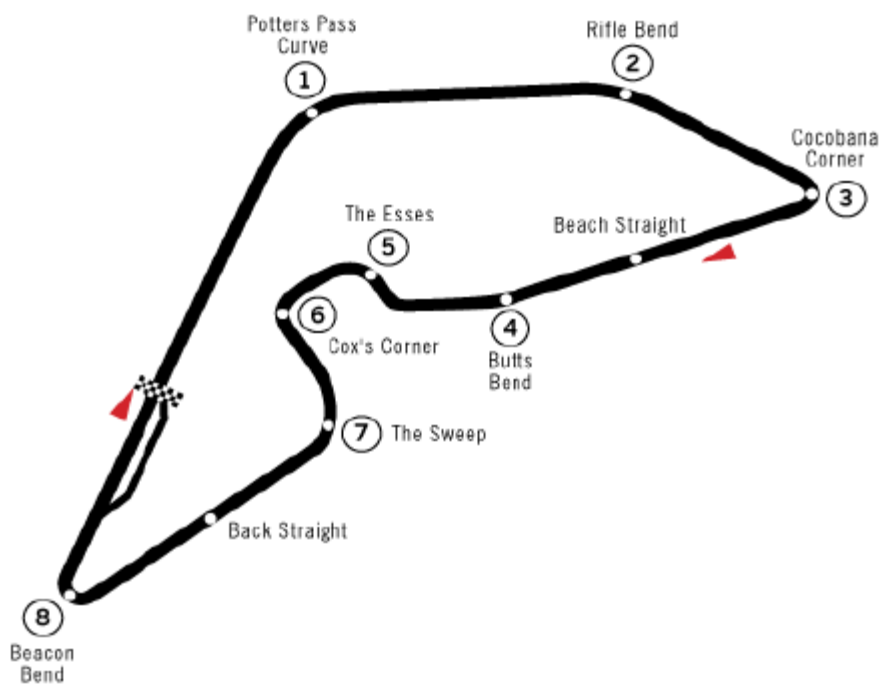
All race meetings shall be held under the 2022 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS

The controllers of the championship will be the Border Motorsport Club NPC (BMSC). All championship events will be run under the auspices of Border Motorsport Club NPC, in consultation with the Border Modified car Association. The organizers and promoters of the championship shall be Border Motorsport Club NPC.

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 Modified Car Club Champion and to announce the winners of the various classes.

4. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2022.

5. ELIGIBILITY OF DRIVERS

The Border Modified Car Club 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. Drivers must be a paid up BMSC member and a paid up member of modified car association to qualify. All eligible drivers must be in possession of a current MSA Club, Regional or National circuit racing competition license valid for circuit car racing, as appropriate to qualify.

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 SSR 61).

7. ELIGIBILITY OF VEHICLES

- 7.1 All saloon cars, station wagons, hatchbacks, coupe bodies, LDV's, Open top (must have mud guards).
- 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 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 (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 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 (2 rounds) will be scored immediately in terms of point 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 start may start at the back 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 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 11.1.
- 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, 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. **DRIVER CONDUCT**

Refer SSR's 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 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.
- 9.2 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, 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 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 braking 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 or she wishes (inside, middle or outside) provided he or 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 center / 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 center 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 change 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 applying penalties.

- a) A written Incident Report must be in the hands of the Clerk of the Course within 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 SSR61. Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. 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 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 (2 yellow) while 'under yellow' he / she may be issued with a red card at the sole discretion of the COC.
- f) Should a competitor receive three yellow cards in one season, the COC 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 deeming a first 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 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.
- 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, but the Steward's decision is final and cannot be appealed.
- 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. 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 point 8.5.
- 11.2 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.
- 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 SSR 83(ii), or as required by the Timekeeper. Failure to comply may result in exclusion from the race/race meeting concerned.
- 11.6 It is the driver's 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 Mod Car Chairman, on behalf of the Controllers, shall allocate all competition numbers.
- 12.3 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.
- 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 2022 MSA Border Motorsport calendar. There will be seven (7) race meetings each having three (3) heats and the Border 100 event will only have two (2) heats. This makes up a total of eight (8) race meetings counting towards the Border Modified Saloon Car Club Championship.

Each heat will consist of eight (8) laps.

The organizers reserve the right to host more than three heats at any of the rounds to make up the minimum number of rounds / 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 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. 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 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 = 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 - 1st place = 12 points.

14.4 There must be a minimum of 8 eligible starters in $\pm 60\%$ (4 rounds) 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 driver breaks out of a class with less than $\pm 30\%$ of the championship (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 / her original class in the championship log though in which he / she 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 / her class for the day trophy in his new class.

14.9 No amendments can be made to the points scoring system for 2022 once the first race has been run.

15. CHAMPIONSHIP FORMAT

The 2022 Championship will consist of eight (8) rounds. Seven (7) local rounds each round made up of three (3) heats as well as the Border 100 race day with two (2) heats. The organizers 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

All eight (8) rounds as described in point 15 above to count towards the championship in other words the championship scoring will consist of **23 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 Race 1	-	Starting position for Heat 2
Finishing Position in Race 2	-	Starting position for 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 COC. The COC can break the qualifying into classes as deemed necessary. A 15-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 Competitor does not post a lap time in qualifying or in Heat 1 or Heat 2.

If a competitor does not post a lap time in Qualifying or in Heat 1 or Heat 2, he / she will start at the back of the grid.

17.4 Competitor does not finish Heat 1 or Heat 2

If a competitor does not take the flag in Heat 1 or Heat 2, he / she will start at the back of the grid 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 or Heat 3.

18. START PROCEDURE

18.1 All starts to be rolling starts, (SSR39) to be adhered to.

Safety car restarts (SSR45)

Red Flag. Stop on starting grid, **DO NOT** enter pit lane unless instructed too.

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 you 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 drives not to close this gap until the field reaches then 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 side windows, in which class they are racing. This is to assist the drivers joining the field and the COC and the Official starter.

19. CHAMPOINSHIP STATUS

19.1 Should less than 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 6 qualifying races (18 heats) 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 Border Motorsport Office on the second Monday following the event and any objections concerning the scoring must be received, 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 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 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. 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.