



SUPPLEMENTARY REGULATIONS (SR'S)

1. EVENT DETAILS

NAME OF EVENT:		NATIONAL EXTREME FESTIVAL					
CHAMPIONSHIP ROUND/S:		ROUND 5					
DATE OF EVENT:		26th and 27th of July 2024					
STATUS OF EVENT:		Please indicate below:					
DEVELOPMENT		SOCIAL		CLOSED CLUB		CLUB	X
REGIONAL		NATIONAL	X	INTER PROVINCIAL		NATIONAL CHALLENGE	X
VENUE:		East London Grand Prix Circuit					
GPS CO-ORDINATES:		33.0493 S, 27.8704 E					
CIRCUIT DETAILS:		The circuit is a tar macadam surface and is 3.921 kilometres long. The Race direction is clockwise.					
DIRECTIONS:		Situated in West Bank, East London					

2. PROMOTERS / ORGANISERS

PROMOTERS NAME:	Border Motor Sport Club
NAME OF CONTACT PERSON:	Celeste van Jaarsveld
CONTACT NUMBER:	084 218 9464
EMAIL ADDRESS:	office@bmsc.co.za
ORGANISERS NAME:	Border Motor Sport Club
ORGANISERS ADDRESS:	01 Old Molteno Drive, West Bank
NAME OF CONTACT PERSON:	Celeste van Jaarsveld
CONTACT NUMBER:	084 218 9464
EMAIL ADDRESS:	office@bmsc.co.za

SPONSOR/S LOGO:



3. JURISDICTION

- Held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) for Circuit, and these Supplementary Regulations (SR's), as well as any Final Instructions which may be issued.
- Any relevant MSA Circulars of 2024, will take precedence to these Supplementary Regulations.
- MSA Safeguarding policy
- These regulations must be read and understood by all competitors.

Link to the 2024 MSA GCR's –

<https://www.motorsport.co.za/DisplayLink.aspx?group=Publications&name=Publications>

4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

MSA 17701	Permit issued (date)	3 July 2024
Please note that the MSA Flag will be prominently displayed at: Start / Finish Line		

5. ELIGIBILITY OF COMPETITORS

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

The Competition is open to all drivers/riders who hold current, valid MSA Competition Licences for the Category concerned and whose vehicles/motorcycles comply with the specifications as per the MSA Handbook and relevant Regional Championship Regulations. ALL ENTRY FORMS MUST BE LEGIBLE AND COMPLETED IN FULL STATING ENTRANT, DRIVER, VEHICLE PLUS CONTACT DETAILS AND SIGNED BY ALL RELEVANT PARTIES. Refer to Standard Supplementary Regulations 1 and 2.

6. INJURY REGISTER

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

It is the responsibility of the competitor to check the Injury Register and ensure that MSA receives their letter timeously.

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

Refer to Appendix L - Article 2.9

7. COMPETITOR CONDUCT

Refer to Standing Supplementary Regulations as shown below:

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

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

ONE OR MORE Judges of Fact may be appointed to oversee the starting procedure and to report on infringements. The names of these Judges will be stated in the list of officials, or communicated to competitors in the Final Instructions, or by means of an Official Bulletin.

Any competition vehicle found using the access roads, pits or any other area than the circuit for testing or being driven in a matter that is considered by the Clerk of the Course to be dangerous including travelling in the wrong direction on the Circuit or Pit Lane, will be excluded from the event, irrespective as to who was driving the vehicle at the time. Notwithstanding the Competitor's exclusion, he will be reported to the Stewards of the meeting who may consider further action in terms of a breach of GCR 172 (vii).

INCIDENTS/RETIREMENTS:

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

VEHICLES ABANDONED ON CIRCUIT: Any vehicle abandoned on the Circuit must be left unlocked; if a steering lock is fitted the key must be left in the ignition to facilitate the removal of the vehicle after the event. Any vehicle abandoned on the Circuit, which is locked, will be moved by any practical and available means and the Promoters, Organizers and Officials will not be liable for any subsequent damage (SSR 10 (iii)).

INCIDENTS DURING PRACTICE SESSIONS:

Competitors are advised that, should there be an accident during a practice session, which involves the clearing of the Circuit, their practice session will forfeit the cleaning time required.

Retrieval of Vehicles:

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

RACING FUEL, OIL OR COOLANT SPILLAGE ON THE CIRCUIT:

Competitors are requested not to overfill their tanks as spillage of fuel is damaging the surface of a race circuit. Any vehicle spilling fuel, oil or coolant, should leave the circuit immediately and pull off to a safe and stationery position on the side of the circuit. Any

competitor who attempts to return to the pits with a vehicle spilling fuel, oil or coolant on to the surface of the track shall be summoned to appear before the stewards on the day who may fine the offender not more than R5000-00. (Refer o SSR 50 (iii), (iv) and (v). It is the express wish of the Organisers that any Incidents/Accidents are reported to the Clerk of the Course and if necessary, it is the express wish of the Organisers that any Incidents/Accidents are reported to the Clerk of the Course and if necessary, a written report submitted where required as per SSR 61 ii b

8. ENVIRONMENTAL

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

Environmental mats must be composed of an absorbent upper part (top) and an impermeable part underside (bottom). Use of mats (or other effective ground protecting devices/systems) is compulsory wherever work on vehicles (motorcycles, quads, cars, karts, etc) is allowed by the organizers.

For Cars, Karts and Quads the whole area underneath the vehicle, where there is the prime probability of fluid spills, must be covered with a ground protecting sheet or environmental mat.

In combination with the Environmental Mats or ground sheets, other ground protecting systems like fluid absorbent material, oil spill kits, etc. can be used to clear spillages. These materials must be disposed of in a hazardous waste container.

The key-elements to consider, when deciding on an environmental mat, are the following:

- The **absorption** capacity of the mat (or ground protecting device) so that no puddles are formed on top.
- Under no circumstances must it allow vehicle fluids to seep through onto the soil, thus having to consist of an impermeable (liquid proof) base.

Under no circumstances may these mats be disposed of in a standard refuse bin. A hazardous waste container must be available at a designated point within the DSP (Designated Service Point). Any damaged mats **MUST** be disposed of in this container.

Alternatively, the soiled mats can be placed in a sealed plastic container for disposal by a hazardous waste disposal company

9. COMPETITION LICENCES

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

All competitors that participate in the event, need to have purchased the relevant MSA Competition licence for the class that S/he will be competing in. Licences can be checked electronically prior to the event using MSA's platforms.

MSA Licences can be purchased via www.msaonline.co.za – For any assistance regarding the licence system, please do not hesitate to contact msa@motorsport.co.za or support@motorsport.co.za call / whats app After Hours only 063 371 4760

10. ENTRANTS LICENCES

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

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

11. ADVERTISING

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

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

12. COMPETITION NUMBERS

Refer to Standing Supplementary Regulations as shown below, as well as GCR 249:

Competition numbers must be displayed on the front and both sides of the vehicle. Refer GCR 246 249 and SSR 4 and individual category/class SSR's.

13. DUTIES OF THE OFFICIALS

Refer to Part VII in the GCR's.

14. OFFICIALS OF THE EVENT

<u>ROLE</u>	<u>NAME & SURNAME</u>	<u>GRADE</u>	<u>LICENCE NUMBER</u>
CLERK OF THE COURSE – OVERALL	ERIC SCHULTZ	A	13676
ASSISTANT CLERK OF THE COURSE	IVAN NEWMAN	B	23947
CATEGORY COC- F1600 & SATC incl .SUPACUP	ARLENE BROWN	A	13500
CATEGORY COC-POLO CUP	ERIC SCHULTZ	A	13676
MSA STEWARD	LUAN OELOFSE	A	15169
CLUB STEWARD	ROBBIE COLLINS		15381
ENVIRONMENTAL STEWARD	ROSE COLLINS		15395
EVENT SECRETARY	CELESTE VAN JAARVELD		39968
COMMENTATOR – LIVE STREAM	GREG MOLONEY		
COMMENTATOR	GREG MOLONEY		
TIME KEEPING SERVICE PROVIDER	MOTOTIMING		
CHIEF TIMEKEEPER	MORNE VENTER		
CHIEF MARSHAL	SIMONE EBERHARDT		15515
CHIEF SCRUTINEER	STEVE EBERHARDT		26901
MEDICAL SERVICE PROVIDER	ALDERSONS AMBULANCE SERVICES		
CHIEF MEDICAL OFFICER/CMC	TBA		
STARTER	HANNES HILLS		15377
TECHNICAL CONSULTANT- EXTREME SUPERCARS	ANDREW EVA		14484
TECHNICAL CONSULTANT- F1600	GREG CANNY		27584
TECHNICAL CONSULTANT – POLO CUP	COBUS BARNARD RIEKUS SCHMIDT		13043 08158
TECHNICAL CONSULTANT – SATC/ SUPACUP	WAMMY HADDAD ROD HERING		30224
TECHNICAL CONSULTANT – ZX10	ALFIE SWANPOEL		38191
MSA DRIVERS CONDUCT-SATC & SUPACUP	ANTHONY TAYLOR		38644

15. CATEGORIES

Refer to Individual Standing Supplementary Regulations:

CATEGORY:	STATUS:
SOUTH AFRICAN TOURING CARS & SATC SUPER CUP	NATIONAL CHAMPIONSHIP
ASTRON ENERGY POLO CUP	NATIONAL CHAMPIONSHIP
INVESTCHEM 1600 incl. FORMULA FORD KENT	NATIONAL CHAMPIONSHIP/ CLUB CHAMPIONSHIP
EXTREME SUPER CARS driven by DUNLOP	NATIONAL CHAMPIONSHIP / NATIONAL CHALLENGE
GAZOO RACING SA CUP	NATIONAL CHALLENGE
SUNBET KAWASAKI ZX 10	NATIONAL CHALLENGE

16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted.

The onus rests on the competitor to ensure that the entry, as well as the below, has been received by the Promoters / Organisers within the allocated time prior to the date of the event:

- Entry form
- Payment for the entry
- Copy of the MSA licence
- Copy of completed self-scrutineering form

Should the number of entries received for a particular category exceed the maximum number of starters as determined by the MSA Safety Commission, the following criteria shall apply:

- Entries will be accepted, in the order of being received, up to a maximum of 44 saloon type cars or 36 single seaters and 42 motorcycles only
- Thereafter, as additional entries are received, these entries will be placed on a reserve entry list, in order of receipt, in accordance with GCR 101.
- Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry fee refunded in accordance with GCR 109
- The organizers reserve the right to cancel a category should less than 15 entries be received.**

Entries open:	IMMEDIATELY
Entries close (Refer to GCR 104):	THURSDAY 18th July 2024
Entry fees as follows:	(Refer to GCR 95) Please take note that any competitor who has not paid his entry fee by close of business on Thursday 25th July 2024 will not be permitted to access the circuit. No payment will be accepted at the circuit.
National Championship	R 4200.00
National / Regional Challenge	R 2500.00
Club Championship	R 2000.00
Late entry fee:	Late entries received after Thursday 18th of July 2024 may be accepted AT THE DISCRETION OF THE ORGANISERS until 14h00 on Monday, 22nd of July 2024 however; on acceptance of the late entry an ADDITIONAL LATE ENTRY FEE OF R250 WILL BE APPLICABLE. NO EXCEPTIONS WILL BE MADE
Banking Details – Name of Bank:	First National Bank

Account number:	521 206 579 72
Account name:	Border Motor Sport Club
Branch code:	210221
Proof of payment to be sent to:	office@bmsc.co.za
Event Secretary contact number:	084 218 9464
Event Secretary email address:	office@bmsc.co.za

17. PROGRAMME OF EVENTS

- The detailed programme can be found below. This programme is provisional and may change.
- The Organisers reserve the right to change the programme as necessary and combine or split categories prior to the closing date of late entries, should the number of entries so dictate (refer GCR 140 (v)).
- In the unlikely event of the programme of events running early, or should the programme need to be modified for safety reasons of "Force Majeure", all Categories must be ready to race at least two races before their scheduled race time.
- Should the Organisers, subject to compliance with the MSA Regulations, deem it necessary to change the programme of events, a revised programme will be issued together with a Final Instruction and published on the Official Notice Board.
- Please take note of Official Timed Qualifying sessions.
- In the event of the programme being amended in terms of SR 16 and a race for a category being started earlier than its scheduled start time an announcement will be made on the pit public address system. This will be discussed with relevant Association Chairman prior to the amendment.
- **Official Practice 26th July 2024**
- **Race Day 27th July 2024**

18. OFFICIAL NOTICE BOARD

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

Physical notice boards must be replaced by an online/electronic system (messaging apps such as WhatsApp or Telegram may be used) to disseminate information and race results to competitors at all times.

Notifications will be done via the Whatsapp link:	https://chat.whatsapp.com/HDnBtD0ABQS3Ypg9cBEIF1
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19. DOCUMENTATION

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

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

All pre-event documentation is to be done electronically to prevent in-person contact as far as possible.

20. SCRUTINEERING

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

In-person scrutineering will be allowed

Self-declaration of vehicle safety and eligibility shall apply

Self-scrutineering declaration form will be sent out with event supplementary regulations and entry forms – this must be completed and emailed to the event organisers/promoters prior to the event.

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

21. RIDERS BRIEFING

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

Drivers briefing will be via the Online/Electronic Notice Board link or a virtual link

22. SAFETY APPAREL / EQUIPMENT

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

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

No short sleeves or short pants allowed in any type of circuit racing classes.

Circuit Car competitors must make use of the following:

- Approved fire-retardant clothing including racing shoes/boots and gloves.
- A crash helmet with goggles or a visor in the case of open cars.

23. PRE-RACE / Paddock / PARC FERMÉ

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

PARC FERMÉ:

- All competitors who have completed two-thirds of race distance are classified as finishers and unless otherwise directed by the Clerk of the Course, are required to bring their vehicle to parc fermé immediately after their last event of each category.
- The Parc Fermé is based next to the top pit area (Refer GCR 252).
- The Organisers reserve the right to impound and examine any vehicle/motorcycle at their discretion (refer GCR 254).
- In terms of GCR 200 (v), and (x) all competitors are requested to remain at the circuit until AT LEAST THIRTY (30) MINUTES after their last heat, or until such time as any protest/appeal time affecting their category's results has elapsed.
- All categories that use parc fermé and the weighing facilities are to ensure that their competitors know the regulations per category.

24. STARTS

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

- Starting positions will be determined by lap times recorded during official timed qualifying sessions, unless otherwise stipulated in the regulations for the category concerned. The vehicle or motorcycle combination recording the fastest time will be allocated pole position on the starting grid, with the remaining positions being filled in descending order of the official practice times (refer SSR's 26, 27 and 28). In the event of two (2) drivers or riders combinations recording the same lap time, the more favourable grid position will be allocated to the driver who established that time first.
- At the discretion of the Clerk of the Course competitors who are not recorded on the grid for either the first or the second race may be positioned at the back of their class.
- Where there are two races per category, the starting order for the second race will be based on the finishing order of the first race unless determined otherwise by the regulations for the category concerned.
- Standing starts, starting procedure will be one (1) warm-up lap the short circuit, form up in correct grid positions. The two minute (2) board will be shown, followed by the one (1) minute, thirty (30) second, five (5) second boards, the switching off of the red lights or dropping of the MSA Flag will denote the Start.
- The starting signal will be given by means of lights. Should these lights fail after the showing of the five second board, a "Start Delayed" board will be shown, and the start will proceed in accordance with SSR 38 E (iii) and the MSA Flag will be utilized. All subsequent starts will proceed with the use of the MSA Flag.
- Unless specifically requested and agreed to, there will be NO parade lap prior to the start of the race.
- Competitors who do not take part in official timed practice must confirm one (1) hour before the first race their intention to start.
- In the event of a timekeeping failure during Official Timed Practice, the method by which the starting grid shall be allocated shall be at the discretion of the Clerk of the Course in consultation with the relevant Association Chairman and with the approval of the Stewards. Should a competitor be deemed a non-finisher in the first heat, s/he must inform the Clerk of the Course IN WRITING WITHIN (1) HOUR OF THE COMPLETION OF THE FIRST RACE, that the Competitor would be in a position to start the second race. The Competitor will be permitted to start the second race from a position at the rear of the grid or such other position as may be determined by the Clerk of the Course. Refer to SSR 29.
- Competitors who jump the start will be penalised in terms of SSR38 j.

25. REFUELLING

Refer to Standing Supplementary Regulations as shown below, as well as GCR 240: Refer to SSR's 67 – 68 with regard to fuel permitted.

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

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

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

NO FUEL WILL BE AVAILABLE FOR SALE AT THE CIRCUIT.

26. PITS

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

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

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

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

No vehicle, other than competing and official vehicles will be allowed to use the pit lane from the commencement of the first official qualifying practice until the conclusion of the final race on the day of the race meeting (refer SSR 37), unless specifically granted permission to do so by the Officials. A competitor contravening this regulation may be fined or excluded

at the discretion of the Clerk of the Course. Any equipment required to be moved in or out of the pit buildings must be taken out through the rear of the pit during this period.

The pit and paddock allocation will be notified together with the Final Instructions once the final number of entries per category

has been established. Each Association will be responsible for policing their area.

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

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

Vehicle trailers are not permitted to be parked behind the pit area, only for off-loading purposes. Trailers to be parked at the rear

of the pits against the vibracrete walls. Any trailers left behind the pit complex will be towed away and impounded.

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

Only Mobile workshops are to be parked in the allocated space. Dimensions of the mobile workshops are to be communicated to

the BMSC Circuit Manager a week prior to the event. On arrival you will be directed to your allocated space. Please assist us by

co-operating.

The Promoters and / or Organisers cannot accept responsibility for any goods left in the pit / paddock area. Teams / competitors

leaving goods in these areas must make their own security arrangements.

Please ensure that all cell phones, wallets and valuables are kept in a safe place. The Promoters and / or Organisers cannot be

held responsible for any loss or damage to such goods.

Pit scooters / golf carts / competing vehicles:

Pit scooters / golf carts are generally banned from the pit area unless authorised via a pit access sticker. Failure to comply with

this request will result in the offending vehicle being impounded. Only competing vehicles will be allowed in this area and such

vehicles must be driven at reduced speed and with caution, failing which the competitor concerned will be excluded from the

event.

27. SIGNALLING

Refer to Appendix H

28. GENERAL RACE INFORMATION

PIT LANE	The pit lane speed is restricted to 40 km/h
PADDOCK / PIT ROADS	Speed must not exceed 20 km/h. No pit bikes, skateboards, scooters, or bicycles will be allowed in the paddock area. No loading and offloading may take place in Pits.

A change of driver or vehicle but not both, may be permitted by the Stewards of the Meeting, subject to valid reasons for such

change being given (refer GCR's 99 (vii) 152 (viii), 238 and 259).

SAFETY CAR

☑ In terms of SSR 45 the Organisers reserve the right to make use of a Safety Car.

☑ Completed laps during a Safety Car Intervention will be counted as race laps. Any deviation from this will be published in the Final Instructions.

☑ Safety Car to contain a maximum of 2 people when in operation.

☑ When not in operation, personnel to remain outside vehicle and maintain appropriate social distance

TYRE WARMERS	
☒ Tyre warmers may NOT be plugged into the mains power supply of the circuit.	
WHITE LINE RULE	
☒ Refer to SSR 50 i) i) of the 2021 MSA Handbook and category specific regulations.	
☒ White Line Rule applies to Turn 3 (Cocobana) and Turn 8 (Beacon).	
PIT HYGIENE	The use of an environmental mat is compulsory! If you spill oil, please clean up after yourself. Use the oil bins provided –bins marked USED OIL are placed between the Medical Centre and the Pits.
SECURITY	Security guards will be provided but will not be held responsible for losses.
PITS are to be vacated by 21:00pm on Saturday, 27th of July 2024, if you wish to stay later than this then you are required to make the appropriate arrangements with Circuit Management.	

29. TIMEKEEPING	
Refer to Standing Supplementary Regulations as shown below, as well as GCR 163 and 164:	
Timing will be done electronically by means of transponders. All competitors must register with Timekeeping before they practice/qualify as to ensure that all the relevant information pertaining to the entrant, vehicle and sponsor etc, is recorded.	

30. POINTS & RESULTS	
Refer to Standing Supplementary Regulations as shown below, as well as GCR 200 (viii), 229, 230 and 232, 276 - 279:	
Race results will be communicated electronically: Posted online, emailed or distributed electronically to competitors: After every race, the results which have been posted on the WhatsApp group will become final thirty (30) minutes after posting. Refer to GCR's 200 (viii) and 275.	

31. PROTESTS / APPEALS / PENALTIES	
Refer to Standing Supplementary Regulations as shown below, as well as GCR 175:	
All protests and appeals will be dealt with as set out in GCR, Parts IX and X.	

32. PRIZE GIVING	
Refer to Standing Supplementary Regulations as shown below, as well as GCR 141 x) (h), 207, 279 and 280:	
The prize giving will take place as soon as possible following the last event of the day once results are deemed to be final. Any competitor not present at prize giving to receive their trophy will forfeit it. Trophies will be ordered based on the number of entries received by the closing date of entries.	

33. POSTPONEMENT, ABANDONMENT OR CANCELLATION	
The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of any of these occurring, the Competitor/Entrant has no right to claim against the Promoter/Organiser in respect of any loss or damage that may be incurred, other than that specified in GCR 244.	
The meeting will not be postponed, abandoned, or cancelled without the consent of the MSA Steward in accordance with GCR 152 (vii).	
Force Majeure – Refer to GCR 62, 152 (vii), 156 and 273.	

34. GENERAL

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

TRAVELLING EXPENSES	<i>There will be no travel monies paid out by Border Motor Sport Club</i>
Entrance fee to the event / venue:	<i>R100 per person Under 12 Free</i>



BORDER MOTORSPORT CLUB

P O BOX 5255 Greenfields, 5200
TEL: 043736 4024 / office@bmsc.co.za

Motorcycle	EXTREME FESTIVAL Official practice & Race Day				
DATE:	26 th & 27 th July 2024				
Entry is only VALID once payment has been received by BMS!					
Car Race Entered (Mark with X)	SA Touring Cars & SATC Supa Cup	Astron Energy Polo Cup	Investchem 1600 Formula Fort Kent	Gazoo Racing SA Cup	Extreme Super Cars driven by Dunlop
Race No & Class					

Motorcycles Entered (Mark with X)	Sunbet Kawasaki ZX10				
Race No & Class					

Sponsor / Team Name					
Driver / Rider Name				MSA Lic. No.	
Postal Address				Tel No (H)	
				Tel No (W)	
Email address				Cell No.	
Emergency Contact Name				Emergency Tel	
Vehicle Make		Type / Model		Year	
Engine Make		Capacity		No. of Cyl.	

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

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

Name: _____ Signature: _____

Guardian Name: _____ Signature: _____

BANK: First National Bank

BRANCH NUMBER: 210221

ACCOUNT NUMBER: 521 206 579 72

WITHDRAWAL OF ENTRY:

I HEREBY WISH TO WITHDRAW MY/OUR ENTRY FROM THE RACE TO WHICH THIS ENTRY FORM APPLIES FOR THE FOLLOWING REASONS:

.....

SIGNATURE.....DATE.....

ENTRY REFUNDS:

IF TRANSPONDER IS NOT COLLECTED YOU WILL GET A REFUND, LESS MSA LEVY (R80).

ONCE COLLECTED, YOU ARE LIABLE FOR THE TRANSPONDER FEE (R125).

NO REFUND IF THE TRANSPONDER IS TAKEN AND USED PAST THE START / FINISH LINE.

OFFICIAL USE ONLY

ENTRY FEE: R		LATE FEE: R	
EFT	CARD	CARD	DATE RECEIVED