



## SUPPLEMENTARY REGULATIONS (SR'S)

### 1. EVENT DETAILS

<b>NAME OF EVENT:</b>		<i>GT Supercup and BMSC Regional &amp; Club Race Day – Round 7</i>					
<b>DATE OF EVENT:</b>		<i>19 October 2024</i>					
<b>STATUS OF EVENT:</b>		Please indicate below:					
INVITATIONAL		SOCIAL		CLOSED CLUB		CLUB	<b>X</b>
REGIONAL	<b>X</b>	NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	
<b>VENUE:</b>		<i>EAST LONDON GRAND PRIX CIRCUIT</i>					
<b>GPS CO-ORDINATES:</b>		<i>33.0493 S, 27.8704 E</i>					
<b>DIRECTIONS:</b>		<i>Situated in West Bank, East London</i>					

### 2. PROMOTERS / ORGANISERS

<b>PROMOTERS NAME:</b>	<i>Border Motor Sport Club</i>
<b>NAME OF CONTACT PERSON:</b>	<i>Celeste van Jaarsveld</i>
<b>CONTACT NUMBER:</b>	<i>043 – 736 4024</i>
<b>EMAIL ADDRESS:</b>	<a href="mailto:office@bmsc.co.za"><i>office@bmsc.co.za</i></a>
<b>ORGANISERS NAME:</b>	<i>Border Motor Sport Club</i>
<b>ORGANISERS ADDRESS:</b>	<i>01 Old Molteno Drive, West Bank</i>
<b>NAME OF CONTACT PERSON:</b>	<i>Celeste van Jaarsveld</i>
<b>CONTACT NUMBER:</b>	<i>043 – 736 4024</i>
<b>EMAIL ADDRESS:</b>	<a href="mailto:office@bmsc.co.za"><i>office@bmsc.co.za</i></a>

### 3. JURISDICTION

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

### 4. MOTORSPORT SOUTH AFRICA PERMIT NUMBER

<b>MSA 17810</b>	Permit issued (date):	<b>2 October 2024</b>
Please note that the MSA Flag will be prominently displayed at:		<i>On the Flagpole in the Pit Complex</i>

### 5. ELIGIBILITY OF COMPETITORS

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

The Race Meeting is open to the following:

- Drivers / riders in compliance with SSR 1 and the relevant category regulations.
- Vehicles / motorcycles in compliance with SSR 2 and the relevant category regulations.

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.

## **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 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. Judges of Fact / Observers may be appointed in terms of GCR 161, their names will be listed either in the Final Instructions or by a Competitors' 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, who having being signalled in terms of Appendix "H", Article 6, continue to disregard safe driving conduct may 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 communicated to competitors in the Final Instructions, or by means of a Competitors' Bulletin.

### **Incidents / Retirements**

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

### **Incidents During Practice Sessions**

Competitors are advised that should there be an incident during a practice session, which would involve the clearing of the circuit, their practice session will forfeit the clearing time required.

### **Retrieval of Vehicles**

Please note that due to the full programme of events vehicles 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 the 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.

### **Fuel, Oil or Coolant Spillage**

Competitors are requested not to overfill their fuel tanks as spillage of fuel is damaging to the surface of a race circuit.

Any vehicle / motorcycle spilling fuel, oil or coolant should leave the circuit immediately and pull off to a safe and stationary position on the side of the circuit (refer SSR 50 (iii), (iv) and (v)).

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).

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 ; SSR61 (ii) (b).

## **8. ENVIRONMENTAL**

Refer to Standing Supplementary Regulations as shown below, as well as the 2023 MSA Environmental Code:

1. 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 vehicle (motorcycles, quads, cars, karts, etc) is allowed by the organisers.
2. 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.
3. 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.
4. The key-elements to consider, when deciding on an environmental mat, are the following:
  - a. The **absorption** capacity of the mat (or ground protecting device) so that no puddles are formed on top.
  - b. Under no circumstances must it allow vehicle fluids to seep through onto the soil/surface, thus having to consist of an impermeable (liquid proof) base.
5. 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 must be submitted electronically to the event organisers with their entry form and other relevant documentation.**

MSA Licences can be purchased via [www.msaonline.co.za](http://www.msaonline.co.za) – For any assistance regarding the licence system, please do not hesitate to contact [msa@motorsport.co.za](mailto:msa@motorsport.co.za) or [support@motorsport.co.za](mailto:support@motorsport.co.za)

## **10. ENTRANTS LICENCES**

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

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

## **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 vehicle / motorcycle is entered.

## **12. COMPETITION NUMBERS**

Refer to GCR 246 (iii), 249 and SSR4 and the relevant category / class regulations.

No vehicle will be permitted on circuit unless the relevant competition numbers are displayed on the race vehicle.

## **13. DUTIES OF THE OFFICIALS**

Refer to Part VII in the GCR's.

## 14. OFFICIALS OF THE EVENT

ROLE	NAME & SURNAME	GRADE	LICENCE NUMBER
OVERALL CLERK OF THE COURSE	<i>Ivan Newman</i>	<b>B</b>	<b>23947</b>
MSA STEWARD	<i>Robbie Collins</i>		<b>15381</b>
CLUB STEWARD	<i>Dave Kirkman</i>		<b>28120</b>
ENVIRONMENTAL STEWARD	<i>Rose Collins</i>		<b>15395</b>
EVENT SECRETARY	<i>Celeste van Jaarsveld</i>		<b>39968</b>
TIME KEEPING SERVICE PROVIDER	<i>BMSC Timing</i>		
CHIEF TIME KEEPER	<i>Marcel Jooste</i>		<b>39959</b>
CHIEF MARSHAL	<i>Simone Eberhardt</i>		<b>15515</b>
CHIEF SCRUTINEER	<i>Steven Eberhardt</i>	<b>B</b>	<b>26901</b>
STARTER	<i>Johannes Hills</i>		<b>15377</b>
MEDICAL SERVICE PROVIDER	<i>Alderson Ambulance Services</i>		

## 15. CLASSES

Refer to Standing Supplementary Regulations as shown below:

CLASS:	STATUS:
<i>GT1, (lower – 1.29.999)</i>	<i>Club</i>
<i>GT2 (1.30 – 1.34.999)</i>	<i>Club</i>
<i>GT3 (1.35 – 1.39.999)</i>	<i>Club</i>
<i>GT4 (1.40 – 1.44.999)</i>	<i>Club</i>
<i>GT5 (1.45 – 149.999)</i>	<i>Club</i>
<i>GT6 (1.50 – higher)</i>	<i>Club</i>
<i>GROUP A – GT1, GT2 &amp; GT3,</i>	<i>Club</i>
<i>GROUP B – GT4, GT5 &amp; GT6,</i>	<i>Club</i>
<i>Modified Saloons</i>	<i>Regional &amp; Club</i>
<i>Eastern Cape Regional Historic Pre '80 &amp; Pre '90</i>	<i>Regional</i>
<i>Border Coastal Challenge</i>	<i>Club</i>
<i>Border Motorcycles</i>	<i>Club</i>
<i>1 Hour Car Endurance</i>	<i>Club non-championship</i>

## 16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted. *All entries must be done by Monday, 14 October 2024*

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
- Proof of payment for entry fee
- Copy of the MSA licence
- Self-Declaration Scrutineering Form

Entries open:	<i>Immediately</i>
Entries close (Refer to GCR 104):	<i>Monday, 14 October 2024</i>
Entry fees as follows:	<i>(Refer to GCR 95) Please take note that any competitor who has not paid his entry fee by close of business on Friday, 18 October 2024 will not be permitted to access the circuit. No payment will be accepted at the circuit.</i>

<b>GT SUPERCUP CLASSES</b>	<b>R3750 (Includes MSA Levy)</b>
Banking Details – Name of Bank:	<b>FNB</b>
Account number:	<b>63002431425</b>
Account name:	<b>GT SUPERCUP</b>
Branch code:	<b>250102</b>
Proof of payment to be sent to:	<a href="mailto:gtsupercup@gmail.com">gtsupercup@gmail.com</a>
<b>BMSC CLASSES:</b>	
<b>MODIFIED SALOONS</b>	<b>R1250 (Includes transponder hire and MSA levy)</b>
<b>EC HISTORIC PRE '80 AND PRE '90 &amp; BORDER COASTAL CHALLENGE</b>	<b>R1250 (Includes transponder hire and MSA levy)</b>
<b>MOTORCYCLES (UNLIMITED, SUPERSPORT &amp; CLUBMANS)</b>	<b>R1250 (Includes transponder hire and MSA levy)</b>
<b>1 HOUR CAR ENDURANCE RACE</b>	<b>No additional cost to sprint race categories entry fee (R1250 will cover sprint races and the 1 Hour Endurance Race).</b>
<b>SAME CAR/DRIVER COMBINATION IN 2<sup>ND</sup> CATEGORY</b>	<b>R300 per category</b>
Late entry fee:	<b>Late entry fee R300. NO late entries will be accepted on the Friday before race day.</b>
Banking Details – Name of Bank:	<b>First National Bank</b>
Account number:	<b>521 206 579 72</b>
Account name:	<b>Border Motorsport Club</b>
Branch code:	<b>210221</b>
Proof of payment to be sent to:	<a href="mailto:office@bmsc.co.za">office@bmsc.co.za</a>
Event Secretary contact number:	<b>043 – 736 4024</b>
Event Secretary email address:	<a href="mailto:office@bmsc.co.za">office@bmsc.co.za</a>
<p>The Promoters and / or Organisers reserve the right to refuse any entry without giving a reason (refer to GCR 99 (i) and GCR 100).</p> <p>Organisers reserve the right to cancel a category should less than ten (10) entries in total be received for a category by the date and time of entries closing.</p> <p>Should the number of entries for a particular category exceed the maximum number of starters, as determined by the MSA Safety Commission, the following criteria shall apply:</p> <ol style="list-style-type: none"> <li>Entries will be accepted, in order of receipt, up to a total of thirty-five (35) starters per category. Preference will be given to competitors in order of the relevant championship standings.</li> <li>Thereafter, as additional entries are received, these entries will be placed on a reserve list in order of receipt (refer GCR 101).</li> <li>Competitors whose entries have been placed on a reserve list and who are not permitted to start will have their entry fees refunded (refer GCR 109 (iii)).</li> </ol>	

## 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.
- **Saturday, 19 October 2024**

<b>DATE &amp; TIME</b>	<b>DETAILS BELOW:</b>
<b>19 October 2024</b>	
<b>06H30</b>	<b>Documentation / Scrutineering</b>
<b>08H30 – 08h55</b>	<b>DRIVERS BRIEFING</b>
<b>09H00 – 09H20</b>	<b>QUALI &amp; TIMETRIALS 1 - GROUP A (GT1, GT2 &amp; GT3) / MODIFIED SALOONS</b>
<b>09H25- 09h45</b>	<b>QUALI BIKES</b>
<b>09h50 – 10h10</b>	<b>QUALI &amp; TIMETRIALS 1 - GROUP B (GT4, GT5 &amp; GT6) /HISTORIC</b>
<b>10h15- 10h35</b>	<b>RACE 1 - GROUP A (GT1, GT2 &amp; GT3)/ MODIFIED SALOONS</b>
<b>10h40- 11h00</b>	<b>RACE 1 BIKES</b>
<b>11h05- 11h25</b>	<b>RACE1 - GROUP B (GT4, GT5 &amp; GT6) / HISTORIC</b>
<b>11h30- 11h50</b>	<b>RACE 2 BIKES</b>
<b>11h55- 12h15</b>	<b>RACE 2 - GROUP A (GT1, GT2 &amp; GT3) / MODIFIED SALOONS</b>
<b>12h20 -12h40</b>	<b>RACE 3 BIKE</b>
<b>12h45– 13h05</b>	<b>RACE 2 - GROUP B (GT4, GT5 &amp; GT6) / HISTORIC</b>
<b>13h10 -13h30</b>	<b>LUNCH</b>
<b>13h35 – 13h55</b>	<b>RACE 3 - GROUP A (GT1, GT2 &amp; GT3) / MODIFIED SALOONS</b>
<b>14h00-14h20</b>	<b>RACE 3 - GROUP B (GT4, GT5 &amp; GT6) / HISTORIC</b>
<b>14h25 – 14h40</b>	<b>15 MINUTE CROSSING</b>
<b>14h45 – 15h45</b>	<b>1 HOUR ENDURO</b>
<b>17h00</b>	<b>PRIZE GIVING</b>

## **18. OFFICIAL NOTICE BOARD**

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

Notifications for **GT Supercup** will be done via WhatsApp group on the day:

**GT SUPERCUP WHATSAPP GROUP**

Notifications for **BMSC Classes** will be done via WhatsApp group on the day:

<https://chat.whatsapp.com/DV2hmPT8tvh00EHHGP3HhK>

## **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.

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

## **20. SCRUTINEERING**

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

All competitors must do in-person scrutineering and all scrutineering must be done before qualifying starts.

Self-declaration scrutineering form to be sent out with event supplementary regulations and entry form.

All competitors are required to have a completed printed copy of the self-declaration declaration form with them and available for the Scrutineers to check.

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

## **21. DRIVERS / RIDERS BRIEFING**

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

Drivers / Riders briefing as per the program in point 17 above.

All Competitors must be present at the driver / riders briefing. Representation will not be allowed.

## 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)).

## 23. PRE-RACE / PADDOCK / PARC FERMÉ

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

### PRE-RACE PADDOCK

The pre-race paddock is situated at the end of the pit lane, adjacent to the pit exit.

Fifteen (15) minutes before the scheduled start time of each race (refer SSR 25) competitors competing in the race concerned should move to the pre-race paddock. Any competitor failing to enter the pre-race paddock before the closure of the gate will not be permitted to start unless specifically permitted by the Clerk of the Course to commence the warm-up lap (refer SSR 38).

### PARC FERMÉ:

The Organisers reserve the right to impound and examine any vehicle / motorcycle at their discretion (refer GCR 254).

## 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 qualifying sessions, unless otherwise stated in the regulations for the category concerned. The driver / vehicle or rider / 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) driver /vehicle or rider / motorcycle combinations recording the same lap time, the starting positions will be determined in favour of the combination, which established that time first.
- 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 of the Meeting.
- Where there are two races per category, the starting order for the second / third race shall be established in accordance with SSR 29 or per the relevant category regulations.
- The type of start for all categories will be determined by their applicable regulations.
- NOTE:**  
For ALL sprint races, NO team personnel will be allowed on the grid.
- The starting signal will be given by means of lights. Should these lights fail after the display of the five-second board, a "start delayed" board will be shown and the start will proceed in accordance with SSR 38 and the MSA Flag will be used. All subsequent starts will proceed with the use of the MSA Flag.
- Permission to Start at the Back of the Grid:**
  - At the discretion of the Clerk of the Course competitors who do not participate in official timed practice or who are not included on the grid for either race may be positioned at the back of the grid for their category / class providing that they apply in writing to do so within one (1) hour of their last race / practice.
  - Should a competitor not finish the first race he will be deemed a non-starter in the second race (refer SR 21). The onus is on the competitor to advise the Clerk of the Course, in writing, that he will be taking up his grid position in the second race within at least one (1) hour of the finish of the first race.
- Any competitor found doing practice starts when the grid is being formed up will not be permitted to start the race.
- 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 rolling start, start procedure will be one (1) sighting lap on the short circuit, formation on grid, followed by two (2) minute board, thirty (30) second board and then green flag denoting the start of the warm-up lap on the short circuit behind a pace car. On completion of the warm-up lap, the pace car will switch off its lights and enter the pit road and the formation will proceed towards the start line at the same speed as behind the pace car. The start will be denoted by the switching off of the red lights or the dropping of the MSA Flag (refer to SSR 39).
- Unless specifically requested and agreed to, there will be NO parade lap prior to the start of the race.
- 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 the 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

Number of persons allowed on Pit Wall is restricted to 1 person per race vehicle.

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 and motorcycles:

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 and/or motorcycles will be allowed in this area and such vehicles and/or motorcycles 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

- Competitors are reminded of the procedure in SSR 41 that is to be adopted in the event of a race being stopped by means of a red flag. At the same time as the red flag is displayed, a red light will be displayed at the start/finish line.
- Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157 (1) and SSR's 17, 49, 50 and 51.
- Competitors are advised that in accordance with Appendix H Article 16, Hazard Boards will be used for this event.
- No exceptions will be tolerated.

## 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.
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	Track Security guards will be provided but will not be held responsible for losses.

**PITS are to be vacated by 22h00 on Saturday, 19 October 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:

- ANY COMPETITOR TAKING PART IN OFFICIAL TIMED PRACTICE AND/OR A RACE WITHOUT HIS/HER TRANSPONDER IN POSITION WILL BE DEEMED TO BE A NON-STARTER AND MAY BE BLACK FLAGGED.
- All transponders to be placed in the correct position.
- Timing transponders are to be returned prior to the competitor leaving the Circuit (i.e. within half (1/2) hour of the competitor's last race).
- Failure to return a transponder timeously will result in the offending competitor being levied an amount of R600 by the timekeepers for the first week or part thereof and R300 for each additional week or part thereof that the transponder is late. No further transponder will be issued to the competitor concerned until such time as the transponder is returned and the levy paid (SSR 83 (i) & (ii))

## 30. 1 HOUR ENDURANCE (ONLY FOR MODIFIED SALOONS AND HISTORIC )

### 30.1 ELIGIBILITY

The 1-hour Endurance Race is open to all Cars complying with MSA Safety regulations. Minimum licence requirement is a MSA Club Competition Licence valid for Circuit Car Racing.

### 30.2 SCORING

1st, 2nd, 3rd across the line and Index of Performance (irrespective of class or category) 1<sup>st</sup> to 3<sup>rd</sup> place.

### 30.3 GENERAL

#### 30.3.1 DRIVERS

A maximum of 3 drivers is allowed per event. The drivers must be nominated by the team prior to the event.

#### 30.3.2 QUALIFICATION AS A FINISHER

A competing car must cross the finishing line on the circuit after the chequered flag has been shown to qualify as a finisher irrespective of the fact that he/she may have completed 66% of the race distance.

Only cars that have completed the race and have been classified as a finisher may score towards Index of Performance.

#### 30.3.3 IN CAR TIMING

In car timing is permitted.

#### 30.3.4 IN CAR COMMUNICATIONS

In car communications is permitted.

### 30.4 1 HOURE ENDURANCE RACE RULES

The 1 Houre Endurance race will be a **1 Houre race** with a 3(three) minute compulsory pit stop.

The pit stop itself will not be timed, but every competitor is expected to have 1 timed lap which is at least 3 minutes slower than his/her fastest recorded lap in the race. **Penalty is laps.**

### **30.5 QUALIFYING**

Qualification times will be taken from the relevant class the vehicle is qualifying for the sprint race session for the category of the vehicle entered.

Drivers who fail to qualify may request to be placed at the back of the grid. Only one driver may qualify.

During the Endurance race, pitting for driver change or refuelling is allowed during safety car periods.

Pit exit is closed while the safety car is on the main straight before the pit exit.

### **30.6 PIT STOPS**

A maximum of 3 crew members may tend the car at any given time while the car is on Pit Road. Penalty is 1 lap.

Should the car require to be refuelled in that period, the engine must be switched off and the driver shall be out of the vehicle for the time in which the fuel is being replenished. Penalty is exclusion. No pressurised refuelling systems may be used, only gravity fed systems are allowed. Penalty is 1 lap.

A maximum of 2 crew members may carry out refuelling. Penalty is 1 lap.

Both crew members responsible for refuelling will wear flameproof overalls, full-face helmets or open helmets with fireproof balaclava, and fire-retardant gloves. Penalty is exclusion.

No further work can take place on or around the car during the time refuelling is in process. Penalty is 1 lap.

Routine maintenance such as tyre changes, brake inspection/replacement, etc are permitted in the time the car is dead, but only should no refuelling be in process. Any work beyond accepted routine pit-stop maintenance or any work requiring more than 3 crew members to complete will require cars to be pushed back into its pit box until such time the car is once again race-worthy. Penalty is 1 lap.

Spillage of fuel during refuelling shall be penalised with a penalty of 3 laps.

The vehicle shall restart under its own power. Penalty is 1 lap.

### **30.7 FORMATION LAPS**

Prior to the start of the race, the pit lane will be opened. The pit lane will remain open for 5 minutes and will then be closed before the scheduled start time.

### **30.8 OUTSIDE ASSISTANCE**

In the event of a car breaking down on the circuit, no outside assistance is permitted other than the track marshals moving the car to a safe position if it is deemed to be in an unsafe one. Such assistance may not be used to restart the engine. The driver only is permitted to make repairs and only with tools carried on the vehicle, unless he is deemed by the officials to be in an unsafe position.

No refuelling or replenishment of oil or water is allowed on circuit other than in the designated pit area.

No other person except the track marshals or driver may touch the car outside of the pit area or starting grid.

**Penalty is exclusion.**

### **30.9 IN THE EVENT OF THE RACE BEING RED FLAGGED**

**30.9.1** Within 15 minutes of the start. Competitors to proceed to the start finish line and the race will be restarted as a new race with a grid as per the original start. The new race will be of a distance equivalent to the distance remaining in the original race when the red flag was shown. **Parc ferme conditions on the grid.**

**30.9.2** After 30 minutes from the start. Competitors to proceed to the pits and the race will be stopped and scored on the competitor's positions at the end of the lap before the one in which the red flag was shown.

**30.9.3** At any time between the above. Competitors to proceed to the start finish line in race order and form up on the grid in that order. The race will be restarted with this grid order. **Parc ferme conditions on the grid.** The lap board will stop on the showing of the red flag and be started when the start lights are extinguished to restart the race. Such a restarted race will be scored as a single race with the winners decided as per point 31.3.2 above.

## **31. 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.

<https://chat.whatsapp.com/DV2hmPT8tvh00EHHGP3HhK>

### **32. PROTESTS / APPEALS / PENALTIES**

All protests and appeals will be dealt with as set out in GCR, Parts IX and X.

### **33. PRIZE GIVING**

Refer to Standing Supplementary Regulations as shown below, as well as GCR 141 x) (h), 207, 279 and 280:

Prize giving will take place at 17:00 at the Main Control Tower.

- Dead heats will be resolved as per GCR 275 and SSR 78
- Competitor's attention is drawn to GCR's 274, 275, 280 & 281.

### **34. POSTPONEMENT, ABANDONMENT OR CANCELLATION**

The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Competitor/Entrant has no right to claim against the Promoter/Organiser in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244. The meeting will not be postponed, abandoned or cancelled without the consent of the Stewards of the Meeting.

The meeting will not be postponed, abandoned or cancelled without the consent of the MSA Steward in accordance with GCR 152.

Force Majeure – Refer to GCR 62, 152, 156 and 273

In the event of postponement, abandonment or cancellation the entrant / competitor has no right to claim against the Promoters and / or Organisers in respect of any loss or damage that he may thereby incur, other than as specified in GCR 244.

### **35. GENERAL**

Safety 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**

There will be NO travel monies paid out by Border Motor Sport Club.

#### **GATE ENTRANCE TICKETS FOR SPECTATORS**

**Adults: R50 per person**

**Kids under 12: Free**

### **36. MEDIA**

**Any media wishing to attend the event is required to contact MSA for accreditation two weeks prior to the date of event – [jaco@motorsport.co.za](mailto:jaco@motorsport.co.za) / 011 675 2220.**

MSA accredited media personnel are required to:

- Report to Documentation on arrival to sign on the Media Attendance Register which will be submitted to MSA after the event and;
- Obtain permission from the Clerk of the Course to go out on the track / route during the event.



# BORDER MOTORSPORT CLUB

P O BOX 5255 Greenfields, 5200  
TEL: 043 736 4024 / office@bmsc.co.za

<b>EVENT:</b>		<b>BMSC REGIONAL &amp; CLUB EVENT RND 7 (Incl GT Supercup)</b>			
<b>DATE:</b>		19 October 2024			
<b>Entry is only VALID once payment has been received by BMSC!</b>					
<b>Car Race Entered (Mark with X)</b>	<b>Modified Saloons ENTRY FEE: R1250.00</b>	<b>Historic &amp; Coastal Challenge Saloons ENTRY FEE: R1250.00</b>	<b>CARS 1 Hour Endurance Race</b>	<b>GT SUPERCUP SERIES ENTRY FEE: R3750.00</b>	
<b>Race No &amp; Class</b>					
<b>Motorcycle Race Entered (Mark with X)</b>	<b>Unlimited &amp; Supersport Motorcycles</b>	<b>Clubman Motorcycles</b>	<b>Cars 2<sup>nd</sup> Category R350.00 (same driver)</b>	<b>Cars 2<sup>nd</sup> Driver R500.00</b>	
<b>Race No &amp; Class</b>					

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

**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