



## SUPPLEMENTARY REGULATIONS (SR'S)

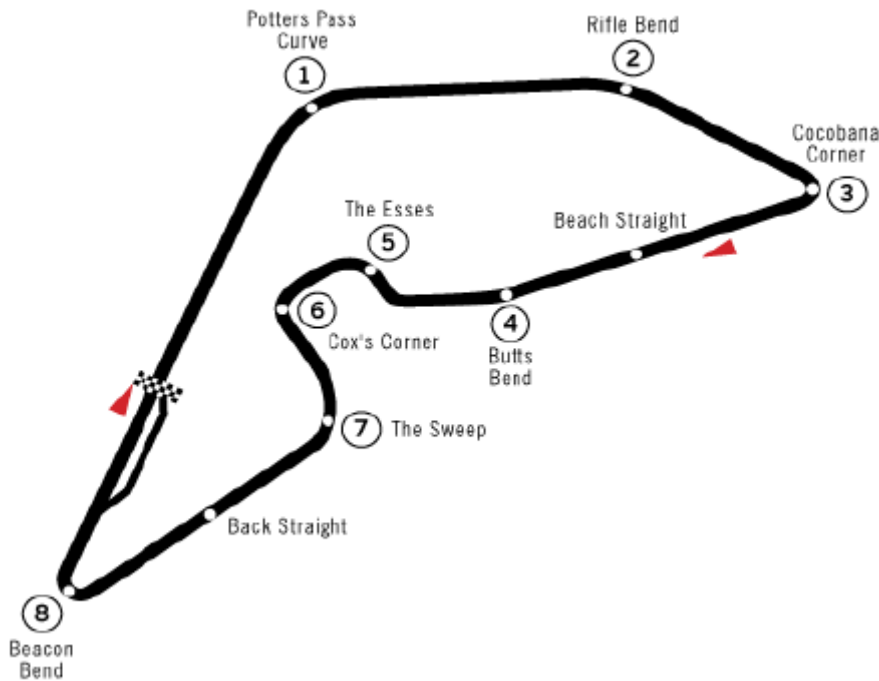
### 1. EVENT DETAILS

<b>NAME OF EVENT:</b>		<b><i>Border 100</i></b>					
<b>DATE OF EVENT:</b>		<b><i>6 &amp; 7 December 2024 (Rain Date: 8 December 2024)</i></b>					
<b>STATUS OF EVENT:</b>		Please indicate below:					
INVITATIONAL	<b>X</b>	SOCIAL		CLOSED CLUB		CLUB	<b>X</b>
REGIONAL		NATIONAL		INTER PROVINCIAL		NATIONAL CHALLENGE	

**VENUE:**

***EAST LONDON GRAND PRIX CIRCUIT***

*The circuit has a tar macadam surface and is 3.921 kilometres long.  
The race direction is clockwise.*



<b>GPS CO-ORDINATES:</b>	<b><i>33.0493 S, 27.8704 E</i></b>
<b>DIRECTIONS:</b>	<b><i>Situated in West Bank, East London</i></b>

### 2. PROMOTERS / ORGANISERS

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

<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">office@bmsc.co.za</a>

### 3. JURISDICTION

- Held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), and 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 17845</b>	Permit issued (date):	<b>6 November 2024</b>
Please note that the MSA Flag will be prominently displayed at:		<b>Start / Finish line</b>

### 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.

### 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)).

## **8. ENVIRONMENTAL**

Refer to Standing Supplementary Regulations as shown below, as well as the 2024 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	<b>TBA</b>		
CHIEF TIME KEEPER	<b>TBA</b>		
CHIEF MARSHAL	<i>Simone Eberhardt</i>		<b>15515</b>
CHIEF SCRUTINEER	<i>Steven Eberhardt</i>	<b>B</b>	<b>26901</b>
STARTER	<i>Hannes 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>Modified &amp; Clubmans Saloons</i>	<i>Club / Invitational</i>
<i>Border Coastal Challenge (Including Historic and Classic Cars)</i>	<i>Club / Invitational</i>
<i>Graham Twiss Coastal Challenge (Including Historic and Classic Cars)</i>	<i>Club / Invitational</i>
<i>Sports &amp; GT / Open Tops</i>	<i>Club / Invitational</i>
<i>100 Mile Endurance Race (42 laps)</i>	<i>Club / Invitational</i>
<i>Two hour Endurance Race</i>	<i>Club / Invitational</i>
<i>Motorcycles – Unlimited &amp; Supersport 600</i>	<i>Club / Invitational</i>
<i>Motorcycles - Clubmans</i>	<i>Club / Invitational</i>
<i>Motorcycle Endurance Race (26 laps)</i>	<i>Club / Invitational</i>

## 16. ENTRIES

Refer to GCR 91 – 111

Telephonic entries **WILL NOT** be accepted. **All entries must be done by Monday, 2 December 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:	<b>Immediately</b>
Entries close (Refer to GCR 104):	<b>Monday, 2 December 2024</b>
Entry fees as follows:	(Refer to GCR 95)

<b>FRIDAY, Official Practice fee</b>	<b>R400 per vehicle</b>
<b>ALL Sprint Races (excluding the Endurance Race)</b>	<b>R1250 (Includes transponder hire and MSA levy)</b>
<b>ALL Sprint Races INCLUDING the Endurance Race</b>	<b>R1650 (Includes transponder hire and MSA levy)</b>
<b>ALL Motorcycle Sprint Races, INCLUDING the 26 Lap Endurance Race</b>	<b>R1300 (Includes transponder hire and MSA levy)</b>
<b>2<sup>nd</sup> &amp; 3<sup>rd</sup> Driver sharing for 2HR Endurance that did not enter any sprint races</b>	<b>R400 per driver</b>
<b>2<sup>nd</sup> Car entered by the same driver in a second category</b>	<b>R300 additional entry fee</b>
Late entry fee:	<b>Late entries received after 3:30pm on Monday, 02 December 2024 may be accepted at the discretion of the Organisers. Such acceptance will entail an additional late entry fee of R300.00. No entries will be accepted on the Friday before the race.</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>
The Promoters and / or Organisers reserve the right to refuse any entry without giving a reason (refer to GCR 99 (i) and GCR 100).	
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.	
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:	
a) 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.	
b) Thereafter, as additional entries are received, these entries will be placed on a reserve list in order of receipt (refer GCR 101).	
c) 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)).	

## 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.
- **Friday, 6 December 2024 – Official practice**
- **Saturday 7 December 2024 (Rain Date: Sunday 8 December 2024) - Race Day**

## Programme of Events: Border 100 Race Day

07 December 2024			Rev	0
Start time	End time		Duration	Crossing
06:30	10:00	Scrutineering bay open		
<b>Drivers Briefing</b>				
07:30	07:45	DRIVERS BRIEFING	15 min	
<b>Qualifying</b>				
07:55	08:10	Sports & GT Cars	15 min	5 min
08:15	08:30	Modified & Clubmans Saloons - Classes C, D, & E	15 min	5 min
08:35	08:50	Modified & Clubmans Saloons - Classes A+, A, & B	15 min	5 min
08:55	09:10	MOTORCYCLES - UNLIMITED, SUPERSPORT, & CLUBMANS	15 min	5 min
09:15	09:30	Historic, Classic, KZN Retro, & Graham Twiss Coastal Challenge Saloons	15 min	5 min
09:35	09:50	BORDER 100 Endurance Cars	15 min	10 min
<b>Heat 1</b>			<b>Laps</b>	
10:00	10:20	Modified & Clubmans Saloon Cars	8	5 min
10:25	10:45	MOTORCYCLES - UNLIMITED, SUPERSPORT, & CLUBMANS	8	10 min
10:55	11:15	Historic, Classic, KZN Retro, & Graham Twiss Coastal Challenge Saloons	8	10 min
11:25	11:45	Sports & GT Cars	8	10 min
<b>Heat 2</b>			<b>Laps</b>	
11:55	12:15	Modified & Clubmans Saloon Cars	8	5 min
12:20	12:40	MOTORCYCLES - UNLIMITED, SUPERSPORT, & CLUBMANS	8	5 min
12:45	13:05	Historic, Classic, KZN Retro, & Graham Twiss Coastal Challenge Saloons	8	5 min
<b>LUNCH BREAK (30 mins)</b>				
13:35	13:55	Sports & GT Cars	8	5 min
<b>Heat 3</b>			<b>Laps</b>	
14:00	14:20	Allcomers - Modified & Clubmans, Historics, Classics, KZN Retro & Graham Twiss Coastal Challenge Saloons	8	10 min
<b>BORDER 100 (10 min break - track crossings)</b>			<b>Laps</b>	<b>Duration</b>
14:30	15:10	Border 100 MOTORCYCLES	26	40 min
<b>BORDER 100 (10 min break - final track crossings)</b>			<b>Hrs</b>	<b>Duration</b>
15:20	17:20	Border 100 Endurance Race: 42 laps or 2 HRS – 42 lap (100 Mile) Race within the 2HR race	2hr+1 lap	02:00
<b>Prize Giving</b>				
18:30	19:30			01:00

### 18. OFFICIAL NOTICE BOARD

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

Notifications will be done via WhatsApp group on the day:	<a href="https://chat.whatsapp.com/DV2hmPT8tvh00EHHGP3HhK">https://chat.whatsapp.com/DV2hmPT8tvh00EHHGP3HhK</a>
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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.

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. WARM-UP LAP**

Starting positions should be maintained during the warm-up lap.

In terms of SSR 38, the following will apply. Unless specifically requested, there will be no warm-up lap after the vehicles have formed up on the dummy grid (position 1 for pole position).

FORMATION LAP - Competitors will leave the pre-race paddock in grid order and proceed around the circuit in formation. As in Formula One, competitors will form up in their proper grid position, not switch off engines and within 2 minutes be given the starting flag or lights. Should a competitor not maintain grid position on the formation lap, that competitor will start at the back of the grid.

## **24. 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).

## **25. 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.

## 26. 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.**

## 27. 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 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.



## **28. 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.

## **29. GENERAL RACE INFORMATION**

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.

### **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 2020 MSA Handbook and category specific regulations.
- White Line Rule applies to Turn 3 (Cocobana) and Turn 8 (Beacon).

## **30. BORDER 100 – 100 MILE AND 2HR ENDURANCE RACE INFORMATION (CARS)**

### **30.1 ELIGIBILITY**

The Border 100 is open to all Cars complying with MSA Safety regulations. Competitors wishing to take part are required to hold a minimum of a MSA Club Competition licence for Circuit Cars. Two races are held: 1) Border 100 2Hr endurance race, and 2) Border 100 42 Lap race (Traditional 100 miles). The 100 Mile race runs within the 2 Hr race, which means the 100 Mile competitors will exit the circuit on lap 43, after finishing the 42 lap race. The 2 Hr competitors will continue with the race, until 2 Hrs expire.

### **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 applies to both the 100 Mile race, and the 2 Hr race. 2 Hr race competitors automatically score in the 100 Mile race.

### **30.3 GENERAL**

#### **30.3.1 DRIVERS**

A maximum of 3 drivers is allowed per entered vehicle. 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 ENDURANCE RACE RULES**

The 100 Mile endurance race will be a 42 lap race with a 3 (three) minute compulsory pit stop.

The endurance race will be a 2 hours + 1 lap race with a 3 (three) minute compulsory pit stop.

For 2 Hr race competitors to qualify for scoring in the 100 Mile race, the pit stop should be taken before the 42 laps are concluded.

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 3 laps.**

### **30.5 QUALIFYING**

Qualification times will be taken from the Qualifying session.

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 60 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** Where red flags are deployed, all competitors will form up on the grid (at the start finish line) in the order in which they were the lap before the red flag was deployed. The time/lap board will stop and will resume again when the race restarts and the remainder of the time/laps will be run. Parc Ferme conditions will apply, i.e. no work may be done on the vehicles for the duration of the red flag.

## **31. BORDER 100 ENDURANCE RACE – MOTORCYCLES**

### **31.1 ELIGIBILITY**

The Border 100 is open to all motorcycles complying with MSA Safety regulations. Competitors wishing to take part are required to hold a minimum of a MSA Club Competition licence for Circuit Motorcycles.

### **31.2 BORDER 100 ENDURANCE RACE RULES**

The Border 100 endurance race for bikes will be a **26 lap** race with on compulsory pit stop.

In the case of one rider, the rider is expected to stop, climb off the bike and go around to the other side to climb back on.

In the case of two riders sharing, a rider change is sufficient.

### **31.3 REFUELLING**

If there is any refuelling during a pit stop, the engine must be switched off and the rider must be off the bike.

Penalty is exclusion.

### **31.4 QUALIFYING, STARTING AND STARTING GRID**

The start will be a Le Mans style start. Placings will be based on qualifying times taken from the official qualifying session. Riders who fail to qualify may request to be placed at the back of the grid. Only one rider may qualify.

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

- 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.
- After 60 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.
- Where red flags are deployed, all competitors will form up on the grid (at the start finish line) in the order in which they were the lap before the red flag was deployed. The time/lap board will stop and will resume again when the race restarts and the remainder of the time/laps will be run. Parc Ferme conditions will apply, i.e. no work may be done on the vehicles for the duration of the red flag.

## **32. SPORTS & GT / OPEN TOPS**

### **32.1 ELIGIBILITY**

The Sports & GT/Open Top class is open to all Cars complying with the Regulations below. Competitors wishing to take part are required to hold a minimum of a valid MSA Club competition licence for Circuit Cars for the event.

### **32.2 ELIGIBILITY OF VEHICLES**

- All Sports & GT/Open Top cars, excluding mass produced cars convertibles. Le Mans low slung sports cars with a roof ie LMP 2 and GT 40 cars, are permitted.
- Any engine may be fitted to the vehicle. Turbo-charging, Supercharging or Compressors are permitted.
- There is no restriction on the make and type of tyre used.
- 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.
- All wheel must be covered with mudguards. No open wheelers permitted.
- All cars must comply with the MSA Safety Regulations.

### **32.3 CLASSES**

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

#### **TIME CLASSES**

Class A: 1 min 35.000 and below

Class B: 1 min 35.001 - 1 min 39.999

Class C: 1 min 40 - and above

### **32.4 QUALIFYING, STARTING AND STARTING GRID**

The qualifying session will determine the starting grid for race 1:

Fastest Lap in Qualifying - Starting position for Race 1

Finishing Position in Race 1 - Starting position for Race 2

Finishing Position in Race 2 - Starting position for Race 3 (If there are two races or more etc.)

### **32.5 START PROCEDURE**

Rolling start.

## **33. GRHAM TWISS COASTAL CHALLENGE (GTCC)**

### **33.1 ELIGIBILITY**

The GTCC class is open to all Cars complying with the Regulations below. Competitors wishing to take part are required to hold a minimum of a valid MSA Club competition licence for Circuit Cars for the event.

### **33.2 ELIGIBILITY OF VEHICLES**

- All cars qualifying under the 2024 regulations for Eastern Cape Historics, BMSC Coastal Challenge, AMSC Coastal Challenge, KZN Retro racing, WPMC Classics.
- Specially invited competitors whose cars might not fully comply to any of the abovementioned sets of regulations, but will fit into the GTCC in terms of car profile and GTCC series spirit. The discretion lies with the GTCC administrative committee, consisting of the chairmen of the BMSC and AMSC Coastal Challenge clubs.

### **33.3 SCORING**

- Individual competitors will be scored on Index of Performance for the combined duration of the sprint heats. Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> on Index of Performance.
- Teams will be scored according to the combined points as allocated to the individual competitors. For the purposes of the team competition, points are allocated to competitors according to their finishing positions. For example, should there be 20 finishers in a sprint heat, the competitor in 1<sup>st</sup> will be allocated 20 points, 2<sup>nd</sup> will be allocated 19 points, down to the last positioned finisher, who will be allocated 1 point. The points per competitor are then contributed to the team total for the team that the competitor belongs to. Ideally teams will be competing under the banner of their home clubs. Should there be a disparity between the number of local BMSC competitors, vs visiting competitor numbers from say KZN Retro and AMSC, then the visitors might be combined to form a "Locals" vs "Visitors" competition.
- The scoring for the GTCC results will be done off the BMSC Coastal Challenge sprint heats as per the race day program.

## **34. 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))

### **35. 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>

### **36. PROTESTS / APPEALS / PENALTIES**

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

### **37. 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 18:30 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.

### **38. 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.

### **39. 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**

Gate entry tickets will be R50 per person, with kids under twelve years of age gaining free entry. Drivers, and 3 pit crew entries are free (included in the competitors entry fee).

### **40. 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 NPC

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

<b>EVENT:</b>		<b>BMSC – BORDER 100</b>				
<b>DATE:</b>		<b>07 December 2024 (Rain date: 08 December 2024)</b>				
<b>Entry is only VALID once payment has been received by BMSC!</b>						
<b>Car Race Entered (Mark with X)</b>	<b>Modified &amp; Clubmans Saloons</b>	<b>Historics &amp; Classics / Border Coastal Challenge / KZN Retros / GTCC</b>	<b>Sports &amp; GT Cars</b>	<b>100 Mile Endurance race CARS</b>	<b>2 Hour Endurance race CARS</b>	<b>Are you an additional endurance race Driver / Rider?</b>
<b>Race No &amp; Class</b>						
NOTE; Any driver(s) / Rider(s) sharing in Border 100, that did NOT enter any sprint race must complete an entry form and pay a R400.00 entry fee per driver / rider.						
<b>Bikes Race Entered (Mark with X)</b>	<b>Unlimited Supersport</b>	<b>Motorcycles Clubmans</b>	<b>Motorcycles - Border 100 26 Laps</b>			<b>Friday Practice Fee R400.00 per Vehicle</b>
<b>Race No &amp; Class</b>						

<b>Sponsor / Team Name</b>		<b>MSA LICENCE STATUS (MARK WITH X)</b>	<b>REG</b>	<b>CLUB</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

<p><b><u>WITHDRAWAL OF ENTRY:</u></b></p> <p>I HEREBY WISH TO WITHDRAW MY/OUR ENTRY FROM THE RACE TO WHICH THIS ENTRY FORM APPLIES FOR THE FOLLOWING REASONS:</p> <p>.....</p> <p>SIGNATURE.....DATE.....</p>	<p><b><u>ENTRY REFUNDS:</u></b></p> <p># 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.</p>
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