



2025

Northern Regions Regional Drag Racing Championship

Standing Supplementary Regulations



Version 1

17 February 2025

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Regional Regulations must be submitted to the National Drag Racing Working Group for approval. The National Drag Racing Working Group reserves the right to introduce new Regulations and / or amend existing regulations with the approval of Motorsport South Africa (MSA).

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

AMENDMENT RECORD

Modified Number	Rule	Date Applicable	Date of Publication	Clarifications

INDEX

1	PREAMBLE	4
2	CONTROLLERS	4
3	VENUE	4
4	REGIONAL CHAMPIONSHIP STATUS	4
5	REGIONAL CHAMPIONSHIP EVENTS	4
6	OFFICIAL NOTICE BOARD	4
7	STARTLINE AND OR RESTRICTED AREA ACCESS	4
8	AIM OF THE REGIONAL CHAMPIONSHIP	4
9	VALIDITY OF THE REGULATIONS	5
10	ELIGIBILITY OF DRIVERS / RIDERS	5
11	ELIGIBILITY OF CARS / MOTORCYCLES	5
12	COMPETITION NUMBERS	10
13	MINIMUM / MAXIMUM ENTRIES	10
14	CLOSING DATE FOR ENTRIES	10
15	EVENT FORMAT	11
16	START/TIMING	11
17	PRE-START REQUIREMENTS	11
18	PENALTIES	11
19	CHAMPIONSHIP FORMAT	11
20	POINT SCORING	13
21	REGIONAL CHAMPIONS AND CLASS WINNERS	15
22	ENTRY TO NATIONAL CHAMPIONSHIP & CLASS ASSIGNMENT	16
23	DRIVERS BRIEFING	17
24	WITHDRAWAL FROM EVENT	17
25	CANCELLATION/POSTPONEMENT/DELAY OF EVENT	17
26	TIME (FASTEST ET CLASS RACING)	17
27	NUMBER OF EVENTS TO COUNT	17
28	ANNOUNCEMENT OF POINTS AWARDED	17
29	DECLARATION OF CHAMPIONS	18
30	BURNOUTS	18
31	SOCIAL MEDIA	18
32	GENERAL	19

1 PREAMBLE

All race meetings shall be held under the 2025 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), Regional Championship (SSRs), the event Supplementary Regulations (SRs) issued by the promoters / organisers and any applicable circulars of MSA.

2 CONTROLLERS

The controllers of the Regional Championship will be the Motorsport South Africa (herein referred to as MSA) Northern Regional Committee. The Organizers and Promoters of the Regional Championship shall be Tarlton Motorsport Club, hereinafter referred to as the "Organiser".

3 VENUE

The Northern Regions (NR) Regional Championship will be held at Tarlton International Raceway

4 REGIONAL CHAMPIONSHIP STATUS

This competition will run under "Regional" Status in 2025.

5 REGIONAL CHAMPIONSHIP EVENTS

The NR Regional Championship will be listed on the 2025 MSA Calendar.

6 OFFICIAL NOTICE BOARD

All and any Notice's, Bulletins and/or circulars in respect to this championship, will be notified to all competitors in an electronic format via the official WhatsApp group created for each event.

7 STARTLINE AND OR RESTRICTED AREA ACCESS

At the discretion of the Clerk of the Course, only Officials, Competitors, Crew members and MSA Accredited Media (with valid accreditation) are permitted on the start line area on pre-race lanes. All MSA Accredited 'Media' persons must have signed a valid 'indemnity' form issued by event organizer prior to receiving access to any restricted areas and must always adhere to Officials.

8 AIM OF THE REGIONAL CHAMPIONSHIP

- 8.1 To declare the 2025 NR Regional Drag Racing Driver's & Rider's Regional Champions in the following classes:
 - Extreme Competition (EC)
 - Pro Competition (PC)
 - Super Competition (SC)
 - Modified Street (MS)
 - Street (ST)
 - Pro Bikes (PB)
 - Street Bikes (SB)
- 8.2 To declare the 2025 NR Regional Drag Racing Driver's & Rider's winners of the various class designations
 - Extreme Competition (EC)
 - Pro Competition (PCA, PCB)
 - Super Competition (SCA, SCB)
 - Modified Street (MSA, MSB)
 - Street (STA, STB)
 - Pro Bikes (PB)
 - Street Bikes (SB)
- 8.3 To seed eligible qualifiers for the 2025 South African Drag Racing National Championship

9 VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2025

10 ELIGIBILITY OF DRIVERS / RIDERS

- 10.1 Competitors competing in the championship shall comply with the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and the Supplementary Regulations issued by the promotor.
- 10.2 The NR Regional Championship is open to all paid up members of good standing of any MSA affiliated drag racing club or club with a drag racing section.
- 10.3 MSA competition licence holders from other regions are welcome to participate in the NR Regional Championship but must submit a written application to participate to the Chairman of the NR Regional Committee.
- 10.4 Competitors are only eligible to score points from the time that they became members of good standing of a club that is affiliated to MSA.
- 10.5 Invitation drivers can be invited for exhibition purposes at the discretion of the organisers to compete but will not be eligible for trophies on the day or to score points in the championship.
- 10.6 All competitors MUST comply with MSA National Technical Standing Supplementary Regulations 2025 regarding safety applicable to drag racing, that are available on www.motorsport.co.za.
- 10.7 All competitors must hold a minimum of a current valid Drag Racing Car or Drag Racing Motorcycle Competition Licence as issued by MSA and domiciled in the Republic of South Africa.

11 ELIGIBILITY OF CARS / MOTORCYCLES

- 11.1 Competitors vehicles competing in the championship shall comply with the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and the Supplementary Regulations issued by the promotor.
- 11.2 No vehicles may be entered more than once in the same event, regardless of intended classing.
- 11.3 No single competitor may participate/enter with 2 (two) or more vehicles in the same category
- 11.4 Cars/Bikes participating in drag racing events must be presentable in appearance at all times. (this includes Bonnets and bumper or valance on sedan cars)
- 11.5 Classification – the classification of a vehicle entered is the responsibility of the scrutineer/official as well as the competitor, and must be rectified before elimination round starts.
- 11.6 **Competition Classes** - The classes of competition are determined by bracket times and class designations as follows:

11.6.1 Any Car with a Quarter (¼) Mile ET

Class	ET ¼ Mile	Dial In	Maximum Handicap
Top Car (TC) – Exhibition Only	Quicker than 6.700 seconds	N/A	N/A
Extreme Competition (EC)	6.700 – 7.500 seconds	MIN 6.60 – MAX 7.50	0.5 second
Pro Competition Class A (PCA)	7.500 – 8.250 seconds	MIN 7.40 – MAX 8.25	0.85 seconds
Pro Competition Class B (PCB)	8.000 – 9.000 seconds	MIN 8.00 – MAX 9.00	1.0 seconds
Super Competition Class A (SCA)	8.700 – 10.000 seconds	MIN 8.60 – MAX 10.00	1.40 seconds

Super Competition Class B (SCB)	9.500 – 11.000 seconds	MIN 9.40 – MAX 11.00	1.60 seconds
Modified Street Class A (MSA)	10.400 – 11.800 seconds	MIN 10.30 – MAX 11.80	1.5 seconds
Modified Street Class B (MSA)	11.000 – 12.500 seconds	MIN 10.90 – MAX 12.50	1.6 seconds
Street Class A (STA)	11.500 – 13.500 seconds	MIN 11.40 – MAX 13.50	2.1 seconds
Street Class B (STB)	12.500 – 15.000 seconds	MIN 12.40 – MAX 15.00	2.6 seconds

Table 1

11.6.2 Any Motorcycle with a Quarter (¼) Mile ET

Class	ET ¼ Mile	Dial In	Maximum Handicap
Top Bike (TB)	Quicker than 7.500	N/A	N/A
Professional Bike (Pro Bike)	7.500 – 9.000 seconds	MIN 7.40 – MAX 9.00	1.6 seconds
Street Bike	8.800 – 11.000 seconds	MIN 8.70 – MAX 11.00	2.3 seconds

Table 2

11.7 Dial-Ins

Class Car	Minimum	Maximum
Top Car / TC	Heads Up Only	Heads Up Only
Extreme Comp / EC	6.60	7.50
Pro Comp / PCA & PCB	7.40	8.25
Super Comp / SCA & SCB	8.00	11.80
Modified Street / MSA & MSB	10.30	12.50
True Street / TSA & TSB	11.40	15.00
Class Bike	Minimum	Maximum
Top Bike	Heads Up Only	Heads Up Only
Pro Bike	7.40	9.00
Street Bikes	8.70	11.00

Table 3

- 11.7.1 Note for safety reasons and excessive speeds attained, maximum handicap will apply as follow
- 11.7.2 The quickest vehicle's dial-in will be accepted and slowest vehicle in the category may not dial-in slower than 0.5 second from quickest dial-in time.
- Top Car – NO Handicap applied, Heads-Up Racing ONLY
 - Extreme Comp – A maximum handicap of 0.5 second will be applied.
 - Pro Comp A - A maximum handicap of 0.85 second will be applied.
 - Pro Comp B - A maximum handicap of 1.0 second will be applied.
 - Super Comp A - A maximum handicap of 1.4 seconds will be applied.
 - Super Comp B - A maximum handicap of 1.6 seconds will be applied.
 - Modified Street A - A maximum handicap of 1.5 seconds will be applied.

- Modified Street A & B - A maximum handicap of 1.6 seconds will be applied.
- Street A - A maximum handicap of 2.1 seconds will be applied.
- Street B - A maximum handicap of 2.6 seconds will be applied.
- Top bike - NO Handicap applied, Heads-Up Racing ONLY
- Pro Bike - A maximum handicap of 1.6 second will be applied.
- Street Bike - A maximum handicap of 2.3 seconds will be applied

11.7.3 Competitors are allowed to dial a Maximum time of 1% slower than their best qualifying run.(No limit for dialling quicker)

11.7.4 Maximum time of 30 minutes in each class will be allowed for dial-in times to be entered by all competitors after their final qualifying run in that specific category. Failure to do so will result in a competitor being dialled in automatically by 1% quicker than their best qualifying run.

11.8 Vehicle Categories

The following are car categories for Regional Championship events to be held at venues graded and approved for competition by MSA. Minimum age must be in compliance with SSR 1 and maximum age up to 31 December of the year of the competitor’s 18th birthday.

Vehicle categories will have no bearing or limitation in terms of the class that a vehicle will be permitted to compete in. Vehicle categories will only be used to impose the minimum safety requirements. For example, a True Street Category vehicle can run in the same class as a Modified Category vehicle, i.e., ET between 13.000 – 13.999 but the vehicle safety requirements for the modified vehicle and true street vehicle will vary as per the category requirements. ET and exit speed of a vehicle irrespective of class will determine the requirement for a parachute as per **CR53**.

11.8.1 Car

Category	Designation
True Street	<p>This category will apply to all foreign and domestic Original Equipment Manufacturer (OEM) production type automobiles, and SUVs and LDVs. All vehicles must be street driven and drivers must carry a valid South African vehicle registration and licensing certificate (disc). For a vehicle to be categorized in the True Street Car Category, the vehicle must pass all stipulations of the South African National Road Traffic Act 93 of 1996 and retain all OEM safety features, therefore making it legal to operate on a public road.</p> <p>This category will restrict the Elapsed Time (ET) of participating true street vehicles as follows:</p> <ul style="list-style-type: none"> - 2014 – Current OEM model-year production (EURO NCAP 5 RATED) enclosed vehicles are permitted to run no quicker than 9.000 second-quarter mile (*5.65 eighth mile) and/or faster than 240 kph, without the need for a roll-cage. - 2008 – 2013 OEM model-year production (EURO NCAP 5 RATED) enclosed vehicles are permitted to run no quicker than a 10.000 second-quarter mile (*6.40 eighth mile) and/or no faster than 216 kph, without the need for a roll-cage. - Pre 2008 OEM model-year production enclosed vehicles are permitted to run no quicker than a 12.000 second-quarter mile (*7.70 eighth mile) and/or no faster than 190 kph, without the need for a roll-cage.

	- Convertibles quicker than 13.499 seconds-quarter mile (*8.25 eighth mile) and T-tops quicker than a 11.499 second-quarter mile (*7.35 eighth mile) must meet the rollbar and roll-cage requirements.
Modified Car - Modified Street Car - Modified Race Car	This category will apply to all four wheeled moderately , and highly modified production model vehicles and professionally modified vehicles designed only for drag racing. For modified production bodies the basic standard appearance is maintained, engine, driveline, chassis etc., may be altered, modified, as outlined in the category requirements. These vehicles would typically not be able to pass all stipulations of the South African National Road Traffic Act 93 of 1996 and would not retain all OEM safety features, thus would not be legal to drive on a public road.

Table 4

N.B. The above table represents a brief description of the vehicle categories permitted in competition, but all vehicles must comply with the category stipulations detailed in:

- SC1 – SC31,**
- MS1 – MS32**
- MR1 – MR45**

Of the MSA National Technical Standing Supplementary Regulations 2025.

11.8.2 Motorcycle

Category	Designation
Street Bikes	This category will apply to all foreign and domestic Original Equipment Manufacturer (OEM) production type motorcycles. All motorcycles must be street driven and drivers must carry a valid South African vehicle registration and licensing certificate (disc). For a motorcycle to be categorized in the Street Bike Category, the motorcycle must pass all stipulations of the South African National Road Traffic Act 93 of 1996 and retain all OEM safety features, therefore making it legal to operate on a public road.
- Supersport - Shootout - Superbike - Elimination - Pro-Street Bikes - Top Bike - Quads	This category will apply to all two wheeled moderately , and highly modified production model vehicles and professionally modified vehicles designed only for drag racing. For modified production bodies the basic standard appearance is maintained, engine, driveline, chassis etc., may be altered, modified, as outlined in the category requirements. These motorcycles would typically not be able to pass all stipulations of the South African National Road Traffic Act 93 of 1996 and would not retain all OEM safety features, thus would not be legal to drive on a public road.

Table 5

N.B. The above table represents a brief description of the vehicle categories permitted in competition, but all vehicles must comply with the category stipulations detailed in

- SS1 – SS25**
- SB1 – SB24**

PS1 – PS23

TB1 – TB11

Q1 – Q18

Of the MSA National Technical Standing Supplementary Regulations 2025.

11.9 Entry to Events and Nomination of Class

Competitors are required to nominate the class that they will be competing upon application to enter an event. If an entrant is unsure or unaware of the class that the vehicle will fall into the entrant must contact the event organiser prior to submission of the entry form and fee. (Refer to section 9). If the competitor wants to accumulate points to win the respective class win or to win the overall championship, the competitor will have to compete in this class for the entire season.

11.10 Movement of Class

11.10.1 If a competitor wants to move between classes, they will be permitted to do so, but they will not accumulate the points scored in both classes. The points scored will be recorded separately. If a driver/rider wishes to move from any of the lower time bracket classes in pursuit of a personal best or record time during the event, the driver must inform the Clerk of the Course of their intention to do so before performing a run. Any additional safety checks are at the discretion of the Technical Consultant or Chief Scrutineer and such run/s to be performed outside and after competition and/or qualifying.

11.11 Vehicle Substitutions

11.11.1 A competitor is allowed a vehicle substitution at an event on the following terms and conditions

11.11.1.1 Up to the end of qualifying

11.11.1.2 The competitor must apply with the Clerk of the Course for a vehicle substitution

11.11.1.3 The substituted vehicle must be scrutineered and passed by the Scrutineer prior to be allowed to participate

11.11.2 A vehicle cannot be substituted at an event the completion of qualifying i.e., a competitor cannot pass scrutineering or participate in official qualifying, have a vehicle problem, and then apply for a substitution.

11.11.3 Vehicle substitutions will only be considered if the vehicle that was used at the event was damaged or broken to an extent that it is no longer safe to operate or cannot be practically repaired prior to the completion of official qualifying.

11.11.4 The substituted vehicle must compete in the same class as the original vehicle

11.11.5 All previous event times for vehicles to be replaced are voided and vehicle may be restricted.

11.11.6 Changes must be made and driver must enter and re-qualify during the normal schedule as posted for the event provided the vehicle is suitable for category as the one that is replaced.

11.11.7 Qualifying run points will only be awarded for number of runs done with replacement vehicle and ranking points awarded for E.T.'s recorded with the replacement vehicle

12 COMPETITION NUMBERS

- 12.1 Motorsport South Africa (MSA), on behalf of the Organisers, shall issue all competition numbers.
- 12.2 Competitor numbers are issued to a driver or rider and not the vehicle.
- 12.3 Competitor numbers must be retained throughout the championship year and may not be changed.
- 12.4 The competitor number will be made up as follows:
- 12.5 Vehicle Class – e.g., Super Comp (SC) (Prefix for Category)
- 12.6 Vehicle Class Designation – e.g., (A/B) (Prefix for Class)
- 12.7 Competitor Number – e.g., (17)

SCA17

13 MINIMUM / MAXIMUM ENTRIES

- 13.1 Minimum entries for the championship are as follow:
- 13.2 Each **CLASS** needs to have had an **AVERAGE** of **6(SIX)** competitors over the duration of the season in order to be eligible for Regional Championship Status
 - 13.2.1 **TOP CAR (TC)** - N/A (Non-championship)
 - 13.2.2 **EXTREME COMP (EC)** - 6 (Six)
 - 13.2.3 **PRO COMP (PCA)** and (PCB) - 6 (Six)
 - 13.2.4 **SUPER COMP (SCA)** and (CCB) - 6 (Six)
 - 13.2.5 **MODIFIED STREET (MSA)** and (MSB) - 6 (Six)
 - 13.2.6 **TRUE STREET (STA)** and (STB) - 6 (Six)
 - 13.2.7 **TOP BIKE (TB)** - N/A (Non-championship)
 - 13.2.8 **PRO BIKE (PB)** - 6 (Six)
 - 13.2.9 **STREET BIKE (SB)** - 6 (Six)
- 13.3 Minimums represent Regional status. If the minimum number of competitors is not met, entries will be accepted but no points will be awarded and no prizes or prize monies will be paid out. Competitors may take part as exhibition vehicles only if time permits.
- 13.4 The maximum fields listed in these Standing Supplementary Regulations are merely an indication of the amount acceptable per class however race control and the event program are based on the number of entries received by the closing entry date. The organizer reserves the right to accept or refuse late entries at their discretion and or to meet the racing program schedule.

14 CLOSING DATE FOR ENTRIES

Entries will only be accepted if accompanied by POP(EFT) with the entry form. Late entries will be accepted at the discretion of the Organizer, no later than 7-days before the event date and will be double the initial entry fee, provided the competitor can be catered for on the day.

15 EVENT FORMAT

- 15.1 Each event will comprise of a two main sessions:
 - 15.1.1 Session 1 – Qualifying
 - 15.1.2 Session 2 – Elimination
- 15.2 Competitors will get qualifying session (2-3 runs – depending on category and time limitations) (Round 1) in which they will qualify to determine their ranking position for the elimination round (Round 2). The elimination round, E.T. for each competitor will be used to determine their seeding position in the elimination ladder.

16 START/TIMING

- 16.1 The starting signal will be by means of a “X-MAS TREE” as used in Drag Racing.
- 16.2 **Top Car, Extreme Comp, Pro Comp, Top Bike and Pro Bike** will be using a “PRO-TREE” with all 3 amber lights simultaneously with a point four (0.4 seconds) deficit between Amber and Green
- 16.3 **Super Comp, Modified Street, Street Car and Street Bike** Will be using a “FULL-TREE” with 3 individual amber lights with a point four (0.4 seconds) deficit between each Amber light and the Green light

17 PRE-START REQUIREMENTS

- 17.1 A Competitor may not practice or start until:
 - 17.1.1 He or she has completed all formalities at documentation and produced a valid competition licence.
 - 17.1.2 His or her vehicle/motorcycle complies with the rules and class if class entered and has passed scrutineering, including all driver / rider protective clothing
 - 17.1.3 Competition numbers and any advertising material have been fixed to the vehicle/motorcycle as required.
 - 17.1.4 *NOTE: A Competitor will only be allowed a maximum of 2 (two) practice runs if time permits. Unless pre-arranged by the Clerk of the Course/Start Line Marshall/Race Control, please note that there is only a limited time for practicing and competitors may or may not get a practice run.*
 - 17.1.5 Competitor may not participate in qualifying unless they attending the drivers briefing

18 PENALTIES

A Competitor may be penalised and or disqualified for any and all infringements in terms of MSA GCRs, SSRs and SRs.

19 CHAMPIONSHIP FORMAT

- 19.1 The NR Regional Championship will comprise of **four (4)** events / rounds.
- 19.2 Each event will consist of 6 sessions:
 - 19.2.1 2 x Qualifying sessions
 - 19.2.2 4 x Competition sessions
- 19.3 Session 1 – Qualifying – Heads-up per class
- 19.4 Session 1 – Qualifying – Heads-up per class
PAIRING – Competitors will be ranked by best ET from Session 1 and Session 2 (Even field). All odd numbers out
- 19.5 Session 3 – **Eliminations** – HANDICAP racing for ALL Qualifiers evenly paired
***PAIRING – Winners from Round 3 (6 / 8 (max) competitors advances to round 4)
Or Winners from Round 3 (TOP 4 competitors advances to round 5)***

19.6 Session 4 – **Quarter Final** – HANDICAP racing for top 6/8 winners of Session 3

PAIRING – Winners from Session 3 or 4 (TOP 4)

19.7 Session 5 – **Semi-Final** – HANDICAP racing top 4 ALL CLASSES

PAIRING – Winners from Round 5 together for 1st and 2nd PLACE , Losers from Round 5 together for 3rd PLACE

19.8 Session 6 – **Finals** – HANDICAP racing for TOP 3 IN CLASS

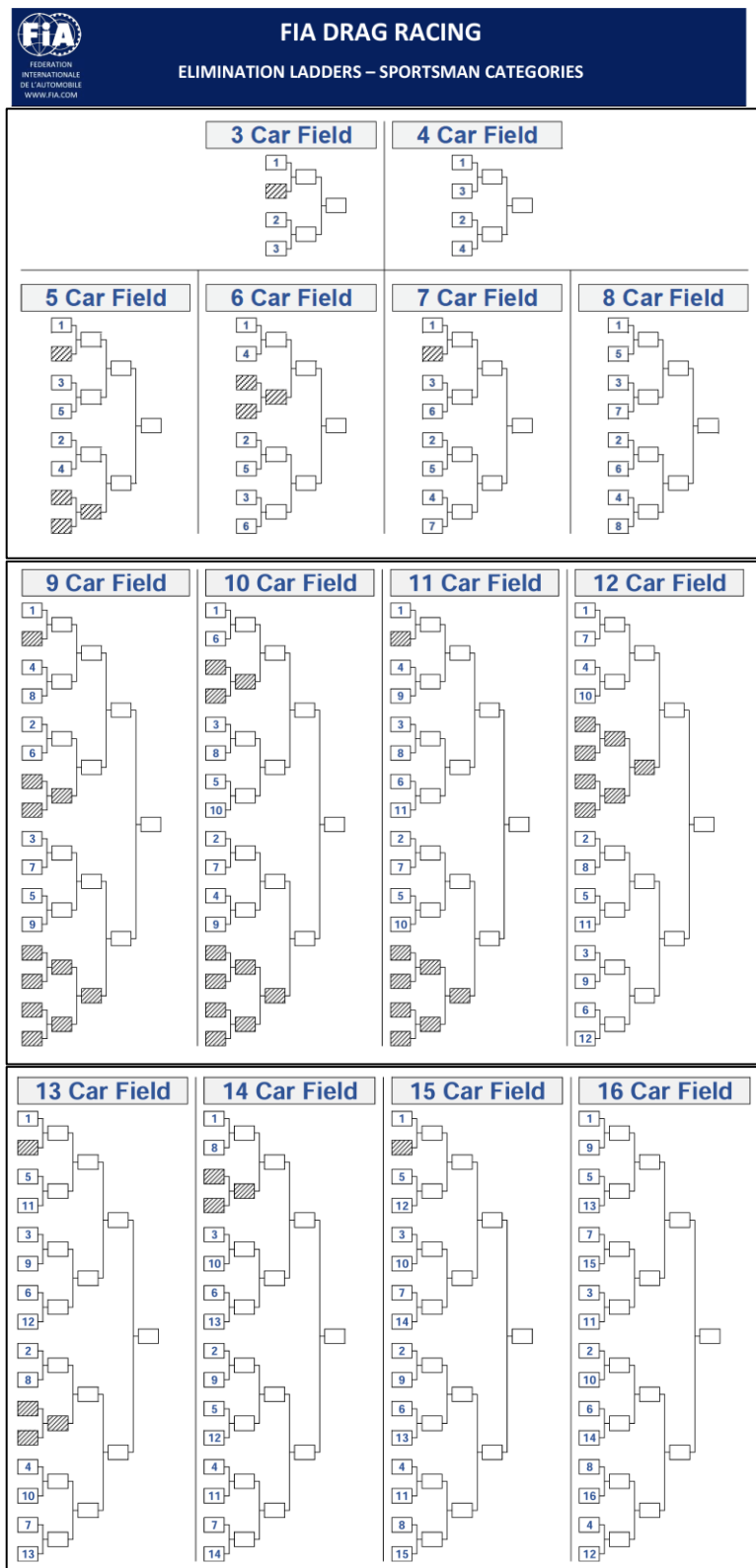


Table 6

- 19.9 The Regional Championship is a heads-up competition, i.e. two competitors in the respective class designation will race and the vehicle that crosses the finish line first will be determined the winner.
- 19.10 Under normal circumstances all competitors must complete at least one run during official qualifying, i.e., the vehicle must break the start line and finish line beam under its own power to be considered for pairing in the elimination rounds.
- 19.11 Qualifying times will be established by competitors in the time allocated according to the timetable contained in the SRs for the event.
- 19.12 In order to constitute an official qualifying attempt, all cars/bikes must self-start and stage
- 19.13 Eliminations** – Once all the vehicle classifications have been finalised. The timekeepers will pair the vehicles per class designation using a “FIA Drag Racing Elimination Ladder - Sportsman’s Categories”, figure 2. The vehicles will then head up to the start line for eliminations and do a two-car heads-up drag race down the (1/4) quarter mile or (1/8) eighth mile. The competitor that crosses the finish line first, will be deemed the winner of the tie, subject to having not received a red light. Any competitor that receives a red light will be immediately disqualified and will lose the tie. If both competitors “red light” the competitor that red lights first will be disqualified.
- 19.14 Lane choice** as per DR 11.3 (MSA National Technical Standing Supplementary Regulations 2025)
- 19.15 Breakout Rule** – as per DR7 (MSA National Technical Standing Supplementary Regulations 2025)
- 19.16 Crossing the centre line** – as per the respective DRs (MSA National Technical Standing Supplementary Regulations 2025)
- 19.17 Exclusions** – as per DR8 (MSA National Technical Standing Supplementary Regulations 2025)
- 19.18 Bye and Solo Runs** – as per DR6 (MSA National Technical Standing Supplementary Regulations 2025)
- 19.19 First is Worst** – as per DR8 (MSA National Technical Standing Supplementary Regulations 2025)
- 19.20 Passengers** – as per DR9 (MSA National Technical Standing Supplementary Regulations 2025)
- 19.21 Re-runs** – as per DR6 (MSA National Technical Standing Supplementary Regulations 2025)

20 POINT SCORING

20.1 Semi-final and Finals Points

In the Semi-final and finals of each round, the winning competitor in each class will score 25 points, 2nd place 20 points, 3rd place 15 points and 4th place 10 points.

Position	Points
1 st	25
2 nd	20
3 rd	15
4 th	10

Table 7

20.2 Bonus Points

- 20.2.1 Attendance Points - **5 (Five)** attendance points will be awarded for a competitor that has attempted to start a run and/or burnout in the burnout box in the qualifying session
- 20.2.2 Completed Qualifying Run Points – Points will be awarded for each completed qualifying run, without penalty:

Qualifying Runs	Points
1 Run	1
2 or more Runs	3

Table 8

20.2.3 Qualifying Ranking Points

Qualifying Ranking	Points
Top Qualifier	8
2 nd Qualifier	7
3 rd Qualifier	6
4 th Qualifier	5
5 th and 6 th Qualifier	4
7 th and 8 th Qualifier	3
9 th to 12 th Qualifier	2
13 th to 16 th Qualifier	1

Table 9

20.2.4 Elimination Session Points

Elimination Points	Points
First elimination session losers, without penalty	5
Second elimination session losers, without penalty	8

Table 10

20.3 Illustration / example of points:

20.3.1 The maximum number of points awarded for a single round in the Regional Series will be as follows:

Regional Event Points Breakdown	Points
Attendance Points	5
Completed Qualifying Runs (all sessions) Points	3
Qualifying Ranking Points (top qualifier)	8
1 st Place Points	25
Total Points Awarded	41

Table 11

20.4 NO Points will be awarded for a “No Show” in the Elimination Rounds.

20.5 Points will be awarded for “Breakdown” losers, but the vehicle must have appeared in the Pre-Race Line-Up area.

21 REGIONAL CHAMPIONS AND CLASS WINNERS

- 21.1 Competitors will accumulate points from each round of the NR Regional Championship in the respective classes that they participate in. A competitor can accumulate points in multiple classes in the season. If the competitor competes in multiple classes over the season the points will not be added together. Points attained in different classes will be recorded separately but not added together.
- 21.2 The competitor with the most points in a specific class at the end of the season will be deemed the overall winner of the class designation, the competitor with the second most points and third most points will be placed second (2nd) and third (3rd) in class respectively.
- 21.3 In case of a draw at the end of the final round of the championship, the following will apply:
- Most Event Wins
 - IF (i) above still equal, Most Runner-Up wins
 - IF (ii) above still equal, Most 3rd place wins

21.4 Regional Champions will be declared as follows:

21.4.1 Cars

- Regional Champion - Extreme Competition (EC)
- Regional Champion - Pro Competition (PC)
- Regional Champion - Super Competition (SC)
- Regional Champion - Modified Street (MS)
- Regional Champion - Street (ST)
- Pro Bikes (PB)
- Street Bikes (SB)

21.4.2 Motorcycles

- Regional Champion - Pro Bikes (PB)
- Regional Champion - Street Bikes (SB)

21.5 In determining the Regional Champions the competitor with the most points in the respective class will be declared the Champion.

21.6 The minimum number of starters in a class will be 6 vehicles. If there are less than 6 vehicles in any specific class, that class will not qualify for a Regional Champion, but will qualify for class designation winners.

21.7 Class designation winners will be declared as follows:

21.7.1 Cars

- Extreme Competition (EC)
- Pro Competition (PCA)
- Pro Competition (PCB)
- Super Competition (SCB)
- Super Competition (SCB)
- Modified Street (MSA)
- Modified Street (MSB)
- Street (STA)
- Street (STB)

21.7.2 Motorcycles

- Pro Bikes (PB)
- Street Bikes (STB)

- 21.7.3 In determining the Class designation winner the competitor with the most points in the respective class designation will be declared as the class designation winner.
- 21.7.4 The minimum number of starters in a class designation will be 6 vehicles. If there are less than 6 vehicles in any specific class designation, that class designation will not qualify for an overall class designation winner, but competitors will qualify for prizes on the day.
- 21.7.5 The prizes on the day will be handed to 1st, 2nd, and 3rd place finishers in the respective classes, subject to compliance with 21.1 above.
- 21.7.6 Separation of Ties - If at the conclusion of the season if a tie exists (for the top 3), it shall be resolved as follows. If after step one is followed a tie remains, additional steps are to be followed until a tie is broken:
 - 21.7.7 Competitor with most event (with same status where tie exists) wins. (Depending in which class the points are tied.)
 - 21.7.8 Driver with most Runner-ups (with same status where tie exists) finishes. (Depending in which class the points are tied.)
 - 21.7.9 Driver with most 3rd place (with same status where tie exists) finishes. (Depending in which class the points are tied.)
 - 21.7.10 Should the tie still exist, the driver with the best overall reaction time for the season. (Depending in which class the points are tied.)
 - 21.7.11 Should the tie still exist, the competitor with the best average reaction time, calculated by averaging the competitor's best reaction time from each round that wins the championship. (Depending in which class the points are tied.)

22 ENTRY TO NATIONAL CHAMPIONSHIP & CLASS ASSIGNMENT

- 22.1 Qualification for the National Championship will be based on a competitor's position in class designation in the respective Regional Championships. All competitors who have placed 1st to 4th in their class designations in their Regional Championships will qualify for the National Championship
- 22.2 Participation in any of the recognised Regional Championships is mandatory for qualification to the National Championship. A competitor must have participated and accumulated points in a minimum of 50% + 1 of the Regional Championship total events.
- 22.3 Competitors will participate in the respective regional competitions as per article 22.2. The top 4 competitors in each class designation will automatically qualify for the National Championship
- 22.4 If any of the top 4 competitors in the respective class designations cannot participate in the National Championship, then the competitor in 5 then 6 place and so on will be give the qualification spot
- 22.5 If there are less than 4 competitors in any of the respective class designations, then all the competitors in that class designation will automatically qualify.
- 22.6 Competitors will carry points from the Regional Championships into the National Championship.
- 22.7 Competitors competing in the National Championship shall comply with the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and the Supplementary Regulations issued by the event organisers.

23 DRIVERS BRIEFING

- 23.1 All competitors are required to attend the drivers briefing that is held at each event.
 - 23.1.1 Failure to attend without requesting permission in advance, will result in the offending competitor/s being penalised their attendance point for the event.
 - 23.1.2 Lateness will result in the offending competitors/s being levied an amount of up to R500-00 each, payable to MSA.
 - 23.1.3 An attendance register will be kept by the COC.
 - 23.1.4 Drivers briefings may be held electronically.

24 WITHDRAWAL FROM EVENT

Competitors must notify the Clerk of the Course in writing of their intention to withdraw from an event.

25 CANCELLATION/POSTPONEMENT/DELAY OF EVENT

- 25.1 In the case of an event being cancelled due to weather conditions, such as rain – the event will be re-scheduled to run on the allocated “Rain Date” for that event.
- 25.2 It is the responsibility of the competitors to report to the track on the day, regardless of weather conditions.
- 25.3 A decision as to whether the event is postponed to the rain date will only be made/discussed by the Race Organizer/s and Officials towards midday.
- 25.4 An event will only be considered cancelled if a minimum of **TWO** qualifying runs and 1st round eliminations are not completed in all competition categories.
- 25.5 No points will be awarded to any competitor for a cancelled event/s. When a “Rain Date” is used it will be considered as a new event.
- 25.6 In the event of a minimum of two qualifying runs and one elimination round being completed and rain/weather ends the event, thereafter all competitors will be awarded points up to the last completed round (Re: If all competitors in a category completed Elimination/Final round) of competitions in each individual category.
- 25.7 Due to the fact that there are provisions made for rain dates, there will be no refund on entry fees.
- 25.8 **Other:** In the event of a cancellation due to other unforeseen circumstances (i.e. accidents, fatalities, natural disaster, theft, damages to track/equipment/facilities) that leads to the event not able to take place and/or be completed the same ruling as above (i.e. weather) will apply.

26 TIME (FASTEST ET CLASS RACING)

Fastest time set on the day must be backed up with a second time within 1% of fastest time if not second fastest time will count for class results.

27 NUMBER OF EVENTS TO COUNT

All regional scoring events will be used to determine competitor qualification to the National Championship. In terms of GCR 234 (ii) “For the championship to be concluded and a Regional Champions declared, at least 50% (rounded up) plus one of the events originally inscribed on the respective regional calendars must have taken place and been scored” Therefore in the context of the Regional Championship should less than three (3) rounds be held and scored of any of the regional championships during the season, the championship, may be declared null and void by the Controllers.

28 ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be available on the Motorsport SA website (www.motorsport.co.za) and any objections concerning the scoring must be received by MSA in writing not later than 7 days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

29 DECLARATION OF CHAMPIONS

The NR Regional Committee, at its sole discretion, is responsible for declaring a champion or to withhold such declaration.

30 BURNOUTS

- 30.1 Stationery burnouts are limited to the dedicated burnout box/area.
- 30.2 A maximum of 2 (two) burnouts are permitted and only vehicles with slick tyres are permitted to cross the start line. Maximum time for this will be two minutes, of which the period starts when the first burnout to be performed by either competitor commences.
- 30.3 After the 1st burnout started, the 30s rule below will apply
- 30.4 30 Seconds – once the 1st burnout started, the 2nd competitor will have 30 seconds to start their burnout. The remaining vehicle will have a maximum of 30 seconds to pre-stage. It will be the Chief Start Line Marshal's responsibility to enforce these requirements unless by prior arrangements by parties involved.
- 30.5 After the 2-minutes has elapsed, the 1st competitor proceeds to Pre-Stage, the 2nd competitor will then have 15-seconds to Pre-Stage.
- 30.6 Burnouts must be of an UNASSISTED NATURE, i.e. no holding of vehicles under any circumstances at any track. Once again it will be the Chief Start line Marshal's responsibility to police the burnout procedure and to halt any handling of vehicles.
- 30.7 Crossing the centre line during a burnout is not an automatic exclusion unless such action is deemed by the start line officials to be careless of hazardous to the vehicle in the opposite lane and/or Startline Marshals and/or Crew Members.
- 30.8 Any damage to track surface will be for the competitor's account.

31 SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the NR Regional Championship, MSA, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the NR Regional Championship and/or MSA into disrepute in the opinion of the championship organisers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

32 GENERAL

- 32.1 It is the sole responsibility of all competitors to ensure that their vehicles comply with the technical regulations and all competitors are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.
- 32.2 No regulation is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 32.3 If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The MSA GCR's or SSR's, as applicable, will then apply.
- 32.4 The Controllers reserve the right to amend these SSR's at their discretion but may not amend these SSR's in a manner that it contradicts or conflicts with the MSA Drag Racing National Technical Standing Supplementary Regulations 2025.
- 32.5 All and any notice or circulars in respect of this championship, will be notified to all competitors in an electronic format (email or similar). Any notice or circular will be notified no less than 7 (seven) days prior to any race meeting. The onus is on the Competitor to ensure that he has familiarized himself with such a notice.