



2025

2025 TMSC Mick Memorial Interprovincial Challenge Invitational Event

Standing Supplementary Regulations



Version 1

03 November 2025

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Interprovincial Challenge Event Regulations must be submitted to the MSA Drag Racing Working Group for approval. The MSA 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 Rule Number	Date Applicable	Date of Publication	Clarifications

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1 PREAMBLE

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

2 CONTROLLERS

The controllers of the 2025 TMSC Mick Memorial Interprovincial Challenge Invitational Event will be Motorsport South Africa (herein referred to as MSA) Northern Regions Regional Committee. The Organisers and Promoters of the 2025 TMSC Mick Memorial Interprovincial Challenge Invitational Event shall be Tarlton Motorsport Club, hereinafter referred to as the “Organiser” or “TMSC”.

3 VENUE

The 2025 TMSC Mick Memorial Interprovincial Challenge Invitational Event will be held at Tarlton International Raceway

4 INTERPROVINCIAL CHALLENGE STATUS

This event will run under Interprovincial Challenge Status specifically for the 2025 TMSC Mick Memorial Interprovincial Challenge Invitational Event)

5 INTERPROVINCIAL CHALLENGE EVENTS

The 2025 TMSC Mick Memorial Interprovincial Challenge Invitational will be listed on the 2025 MSA Calendar.

6 OFFICIAL NOTICE BOARD

All and any Notices, Bulletins and/or circulars in respect to this competition, will be notified to all competitors in an electronic format via the official WhatsApp group.

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 the event Organiser prior to receiving access to any restricted areas and must always adhere to Official’s instructions.

8 AIM OF THE INTERPROVINCIAL CHALLENGE

8.1 To declare the 2025 TMSC Mick Memorial Interprovincial Challenge Invitational Drag Racing Driver’s & Rider’s Challenge winners in the following classes:

- Extreme Drag (ED)
- Ultra Drag (UD)
- Pro Competition (PC)
- Super Competition (SC)
- Pro Street (PS)
- Super Street (SS)
- Sportsman (SM)
- Pro Bike (PB)
- Street Bike (SB)

9 VALIDITY OF THE REGULATIONS

Applicable to the 2025 TMSC Mick Memorial Interprovincial Challenge Event

10 ELIGIBILITY OF DRIVERS / RIDERS

- 10.1 Competitors competing in the Interprovincial Challenge, shall comply with the GCRs, SSRs of MSA, the 2025 TMSC Mick Memorial Interprovincial Challenge Invitational SSRs and the SRs issued by the promotor.
- 10.2 The 2025 TMSC Mick Memorial Interprovincial Challenge Invitational Event 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 2025 TMSC Mick Memorial Interprovincial Challenge Invitational Event.
- 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 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.
- 10.6 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 Interprovincial Challenge shall comply with the GCRs, SSRs of MSA, the 2025 TMSC Mick Memorial Interprovincial Challenge Invitational SSRs and the SRs 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 or Bike with a Quarter (¼) Mile ET

Class	Des/No	ET Range		Dial-In		Max Allowed Handicap
		Min	Max	Min	Max	
EXTREME DRAG	ED	6,600	7,500	6,500	7,500	0,500
ULTRA DRAG	UD	7,500	8,500	7,400	8,500	0,750
PRO COMPETITION	PC	8,250	9,500	8,150	9,500	1,000
SUPER COMPETITION	SC	9,250	11,000	9,150	11,000	1,250
PRO STREET	PS	8,500	10,000	8,400	10,000	1,000
SUPER STREET	SS	9,750	11,500	9,650	11,500	1,250
SPORTSMAN	SM	11,000	14,500	10,900	14,500	1,500
PRO BIKE	PB	7,500	9,000	7,500	9,000	1,500
STREET BIKE	SB	8,800	11,000	8,800	11,000	2,000

Note: for safety reasons and excessive speeds attained, maximum handicap will apply as follows:

- 11.6.1 The quickest vehicle's dial-in will be accepted and slowest **paired** vehicle in the category may not dial-in slower than 0.5 second from quicker **paired** dial-in time.
- Extreme Drag – A maximum handicap of 0.500 second will be applied.
 - Ultra Drag – A maximum handicap of 0.750 seconds will be applied.
 - Pro Comp - A maximum handicap of 1.000 second will be applied.
 - Super Comp - A maximum handicap of 1.250 seconds will be applied.
 - Pro Street - A maximum handicap of 1.000 seconds will be applied.
 - Super Street - A maximum handicap of 1.250 seconds will be applied.
 - Sportsman - A maximum handicap of 1.500 seconds will be applied.
 - Pro Bike - A maximum handicap of 1.500 second will be applied.
 - Street Bike - A maximum handicap of 2.00 seconds will be applied
- 11.6.2 Competitors are allowed to dial a Maximum of 1% Slower than their best qualifying run.
(No limit for dialling quicker)
- 11.6.3 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.

11.7 Vehicle Categories

The following are car categories for 2025 TMSC Mick Memorial Interprovincial Challenge Invitational Event to be held at Tarlton International Raceway. 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**.

11.7.1 Car

Category	Designation
True Street	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 Streetcar 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. This category will restrict the Elapsed Time (ET) of participating true street vehicles as follows: - 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 Streetcar - 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.

11.7.2 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.
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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.

11.8 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).

11.9 Movement of Class

11.9.1 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.

11.10 Vehicle Substitutions

- 11.10.1 A competitor is allowed a vehicle substitution at an event on the following terms and conditions:
 - 11.10.1.1 Up to the end of qualifying
 - 11.10.1.2 The competitor must apply with the Clerk of the Course for a vehicle substitution
 - 11.10.1.3 The substituted vehicle must be scrutineered and passed by the Scrutineer prior to be allowed to participate
- 11.10.2 A vehicle cannot be substituted at an event after 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.
- 11.10.3 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.
- 11.10.4 The substituted vehicle must compete in the same class as the original vehicle
- 11.10.5 All previous event times for vehicles to be replaced are voided and vehicle may be restricted.
- 11.10.6 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.
- 11.10.7 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 Tarlton Motorsport Club shall issue all competition numbers.
- 12.2 Competitor numbers are issued to a driver or rider and not the vehicle.
- 12.3 The competition number will be made up as follows:
- 12.4 Vehicle Class – e.g., Super Comp (SC) (Prefix for Category)
- 12.5 Vehicle Class Designation – e.g., (A/B) (Prefix for Class)
- 12.6 Competitor Number – e.g., (17)

SCA17

13 MINIMUM / MAXIMUM ENTRIES

- 13.1 Minimum entries for the Interprovincial Challenge are as follow:
- 13.2 Each **CLASS** needs to have a minimum of **6 (SIX)** competitors over to be eligible for Interprovincial Challenge Status
 - 13.2.1 **EXTREME DRAG (ED) -** 6 (Six)
 - 13.2.2 **ULTRA DRAG (ED) -** 6 (Six)
 - 13.2.3 **PRO COMP (PC) -** 6 (Six)
 - 13.2.4 **SUPER COMP (SC) -** 6 (Six)
 - 13.2.5 **PRO STREET (PS) -** 6 (Six)
 - 13.2.6 **SUPER STREET (SS) -** 6 (Six)
 - 13.2.7 **SPORTSMAN (SM) -** 6 (Six)
 - 13.2.8 **PRO BIKE (PB) -** 6 (Six)
 - 13.2.9 **STREET BIKE (SB) -** 6 (Six)
- 13.3 Minimums represent Interprovincial Challenge status. If the minimum number of competitors is not met, entries will be accepted, but a Interprovincial Challenge status class winner will not be declared. 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 Organiser 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 Organiser, 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 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) (Session 1) in which they will qualify to determine their ranking position for the elimination round (Session 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, Streetcar 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 Marshal/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 INTERPROVINCIAL CHALLENGE FORMAT

- 19.1 The 2025 TMSC Mick Memorial Interprovincial Challenge is a singular event.
- 19.2 The 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-Session 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 Session 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

FIA DRAG RACING

ELIMINATION LADDERS

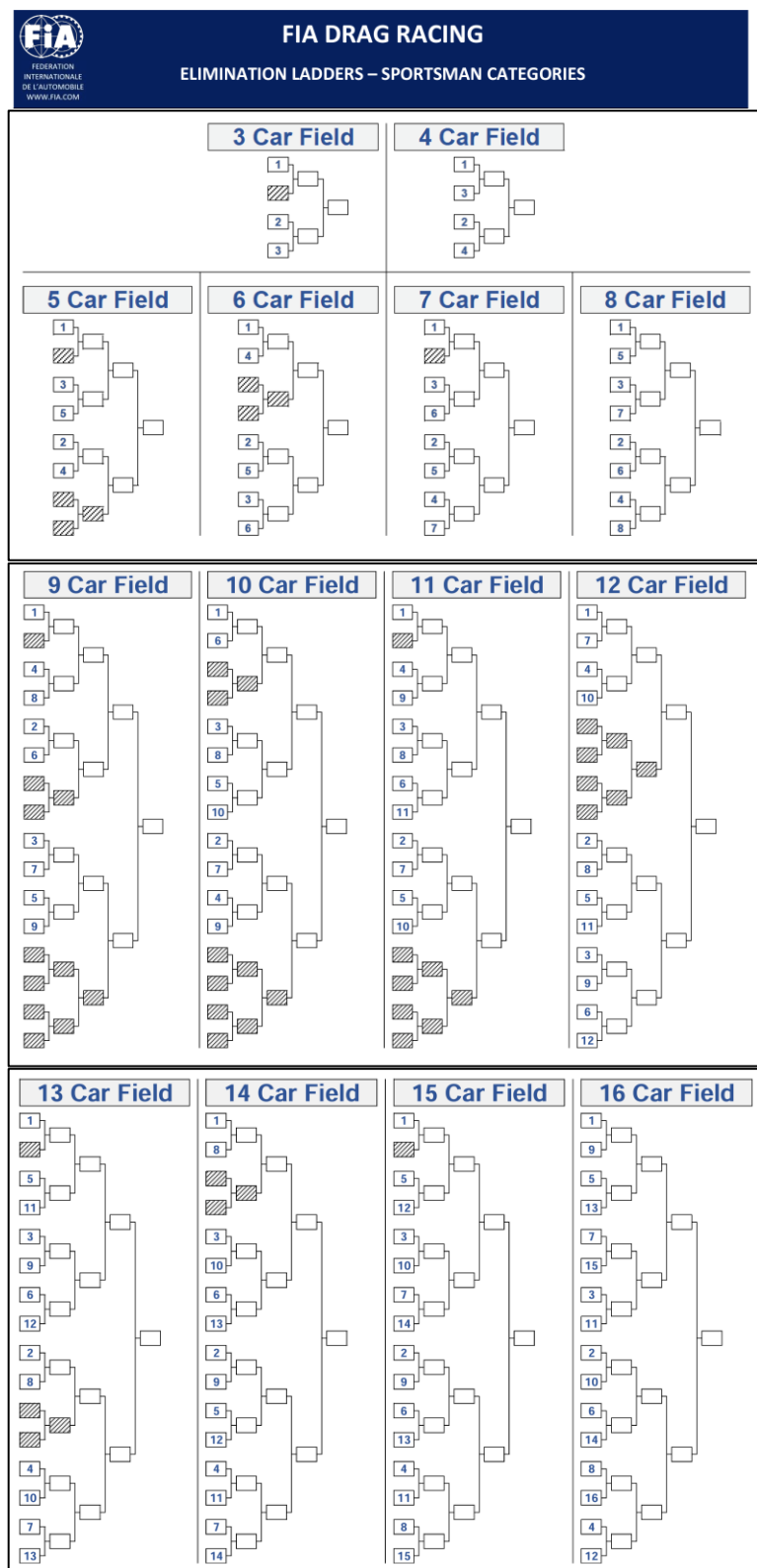


Table 6

- 19.9 The 2025 TMSC Mick Memorial Interprovincial Challenge Event 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 INTERPROVINCIAL CHALLENGE CLASS WINNERS

21.1 The competitor with the most points in a specific class at the end of the event will be deemed the overall winner of the class, the competitor with the second most points and third most points will be placed second (2nd) and third (3rd) in class respectively.

21.2 In case of a draw at the end of the event, the following will apply:

- The competitor with the most elimination round wins
- IF (i) above still equal, 2nd most elimination round wins
- IF (ii) above still equal, Most 3rd most elimination round wins

21.3 **Interprovincial Class Winners will be declared as follows:**

21.3.1 Cars

- Interprovincial Challenge Class Winner - Extreme Drag (ED)
- Interprovincial Challenge Class Winner - Ultra Drag (UD)
- Interprovincial Challenge Class Winner - Pro Comp (PC)
- Interprovincial Challenge Class Winner - Super Comp (SC)
- Interprovincial Challenge Class Winner - Pro Comp (PC)
- Interprovincial Challenge Class Winner - Pro Street (PS)
- Interprovincial Challenge Class Winner - Super Street (SS)
- Interprovincial Challenge Class Winner - Sportsman (SM)

21.3.2 Motorcycles

- Interprovincial Challenge Class Winner - Pro Bikes (PB)
- Interprovincial Challenge Class Winner - Street Bikes (SB)

21.4 In determining the Interprovincial Class Winners, the competitor with the most points in the respective class will be declared the winner.

21.5 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 recognition towards a MSA regional award.

22 DRIVERS BRIEFING

22.1 All competitors are required to attend the drivers briefing that is held at each event.

22.1.1 Failure to attend without requesting permission in advance, will result in the offending competitor/s being penalised their attendance point for the event.

22.1.2 Lateness will result in the offending competitors/s being levied an amount of up to R500-00 each, payable to MSA.

22.1.3 An attendance register will be kept by the COC.

22.1.4 Drivers briefings may be held electronically.

23 WITHDRAWAL FROM EVENT

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

24 CANCELLATION/POSTPONEMENT/DELAY OF EVENT

- 24.1 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.
- 24.2 It is the responsibility of the competitors to report to the track on the day, regardless of weather conditions.
- 24.3 A decision as to whether the event is postponed to the rain date will only be made/discussed by the Race Organiser/s and Officials towards midday.
- 24.4 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.
- 24.5 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.
- 24.6 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.
- 24.7 Due to the fact that there are provisions made for rain dates, there will be no refund on entry fees.
- 24.8 **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.

25 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.

26 NUMBER OF EVENTS TO COUNT

The Interprovincial Challenge is a singular event, therefore the competitor with the most points on the day in the respective class will be deemed the winner of that class.

27 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 (seven) days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

28 DECLARATION OF INTERPROVINCIAL CLASS WINNER

The NR Regions Regional Committee, at its sole discretion, is responsible for declaring an Interprovincial Challenge Class Winner or to withhold such declaration.

29 BURNOUTS

- 29.1 Stationery burnouts are limited to the dedicated burnout box/area.
- 29.2 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.
- 29.3 After the 1st burnout started, the 30 second rule below will apply
- 29.4 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.
- 29.5 After the 2-minutes has elapsed, the 1st competitor proceeds to Pre-Stage, the 2nd competitor will then have 15-seconds to Pre-Stage.
- 29.6 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.
- 29.7 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.
- 29.8 Any damage to track surface will be for the competitor's account.

30 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 2025 TMSC Mick Memorial Interprovincial Challenge Invitational, MSA, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought 2025 TMSC Mick Memorial Interprovincial Challenge Invitational and/or MSA into disrepute in the opinion of the 2025 TMSC Mick Memorial Interprovincial Challenge Invitational organisers, they may be subject to a penalty or disqualification from the 2025 TMSC Mick Memorial Interprovincial Challenge Invitational. 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.

31 GENERAL

- 31.1 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.
- 31.2 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.
- 31.3 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.
- 31.4 The Controllers reserve the right to amend these SSRs at their discretion but may not amend these SSRs in a manner that it contradicts or conflicts with the MSA Drag Racing National Technical Standing Supplementary Regulations 2025.
- 31.5 All and any notice or circulars in respect of this 2025 TMSC Mick Memorial Interprovincial Challenge Invitational, 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.