



2026
MSA NORTHERN REGIONS REGIONAL
STANDING SUPPLEMENTARY
REGULATIONS

DRAG RACING

VERSION 1
30 JANUARY 2026
WWW.MOTORSPORT.CO.ZA

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 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), 2026 MSA Northern Regions Regional Drag Racing Championship, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any applicable circulars of MSA.

2 CONTROLLERS

The controllers of the 2026 MSA Northern Regions Regional Drag Racing Championship will be Motorsport South Africa (herein referred to as MSA) Northern Regions Regional Committee. The Organisers and Promoters of the 2026 MSA Northern Regions Regional Drag Racing Championship shall be Tarlton Motorsport Club, hereinafter referred to as the “Organiser” or “TMSC”.

3 VENUE

The 2026 MSA Northern Regions Regional Drag Racing Championship will be held at Tarlton International Raceway

4 STATUS

This Championship will run under “Regional” Status in 2026.

5 REGIONAL CHAMPIONSHIP EVENTS

The Northern Regions Regional Championship will be listed on the 2026 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 CHAMPIONSHIP

8.1 To declare the 2026 Northern Regions Regional Drag Racing Driver’s & Rider’s Regional Champions in the following classes:

Cars

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

Motorcycles

- Ultra Bike (UB)

- Pro Bike (PB)
- Street Bike (SB)

9 VALIDITY OF THE REGULATIONS

Applicable to the 2026 MSA Northern Regions Regional Drag Racing Championship

10 ELIGIBILITY OF DRIVERS / RIDERS

- 10.1 Competitors competing in the Championship events, shall comply with MSA GCRs, SSRs and SRs.
- 10.2 The 2026 MSA Northern Regions Regional Drag Racing Championship is open to all paid up members of a good standing, MSA affiliated drag racing club or club with a drag racing section.
- 10.3 Competitors with a valid MSA Drag Racing Car or Motorcycle competition licence MSA competition licence holders from other regions are welcome to participate in the 2026 MSA Northern Regions Regional Drag Racing Championship
- 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 the 2026 MSA Drag Racing Standing Supplementary and Technical Regulations 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 MSA 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 No vehicles may be entered more than once in the same event, regardless of intended classing.
- 11.2 No single competitor may participate/enter with two (2) or more vehicles in the same class.
- 11.3 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)
- 11.4 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.
- 11.5 **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	Designation	ET ¼ mile	ET 1/8 Mile
Extreme Drag	ED	7.000 - 7.499 seconds	4.370 – 4.690 seconds
Ultra Drag	UD	7.500 – 7.999 seconds	4..690 – 5.020 seconds
Pro Competition	PC	8,000 – 8.499 seconds	5.020 – 5.350 seconds
Super Competition	SC	8.500 – 8.999 seconds	5.351 – 5,670 seconds
Pro Street	PS	9.000 – 9.499 seconds	5,671 – 6.000 seconds
Super Street	SS	9.500 – 9.999 seconds	6.001 – 6.330 seconds

11.6.2 Any Motorcycle with a Quarter (¼) Mile ET

Class	ET ¼ Mile	Dial In	Maximum Allowed Handicap
Ultra Bike	UB	7.500 – 9.000 seconds	HEADS UP
Pro Bike	PB	7.500 – 9.000 seconds	1.500 seconds
Street Bike	SB	8.800 – 11.000 seconds	2.000 seconds

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

11.6.3 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

11.6.4 Competitors are allowed to dial a Maximum of 1% Slower than their best qualifying run.

(No limit for dialling quicker)

11.6.5 Maximum time of thirty (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.

11.6 **Vehicle Categories**

The following are car categories for 2026 MSA Northern Regions Regional Drag Racing Championship 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 Pro Street Category vehicle can run in the same class as a Altered Car 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**.

Category	Designation
Pro 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 Pro 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>The Pro Street Category makes provision for all fully OEM cars and cars with bolt on modifications, provided that no cutting or sectioning of the chassis is done</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. - All vehicles older than 2008 irrespective of whether they are in full OEM trim or not that are capable of running quicker than 12.000 second-quarter mile (*7.70 eighth mile) and/or faster than 190 kph, must have a full roll cage installed.
Altered Car	<p>This category will apply to all four wheeled cars altered / modified for drag racing. Where a vehicle has been cut or sectioned, this will be considered as altered. For altered / 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.</p>

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

11.6.2 **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 riders 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.
Pro Bikes	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 2026 MSA Drag Racing Standing Supplementary and Technical Regulations

11.7 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).

11.8 Movement of Class

11.8.1 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.

11.9 Vehicle Substitutions

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

- 11.9.1.1 Up to the end of qualifying
- 11.9.1.2 The competitor must apply with the Clerk of the Course for a vehicle substitution
- 11.9.1.3 The substituted vehicle must be scrutineered and passed by the Scrutineer prior to be allowed to participate

11.9.2 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.

11.9.3 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.

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

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

11.9.6 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.

11.9.7 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 Competitor Number – e.g., (17)

Example - SC17

13 MINIMUM / MAXIMUM ENTRIES

- 13.1 Minimum entries for the event are as follow:
- 13.2 Each **CLASS** needs to have a minimum of **SIX (6)** competitors over to be eligible for Regional Championship

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 If the minimum number of competitors is not met, entries will be accepted, but no class winner will be declared. Competitors may take part as exhibition vehicles only if time permits.

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 (2) main sessions:
 - 15.1.1 Session 1 – Qualifying
 - 15.1.2 Session 2 – Elimination
- 15.2 Competitors will get qualifying session of (two (2) to three (3) runs – depending on category and time limitations) (Session one (1)) in which they will qualify to determine their ranking position for the elimination round (Session two (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 **Extreme Comp, Ultra Comp 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 **Pro Comp, Super Comp, Pro Street, Super Street, Sportsmans and Super 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 two (2) 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 CHAMPIONSHIP EVENT FORMAT

- 19.1 The 2026 MSA Northern Regions Regional Drag Racing Championship will comprise of four (4) events.
- 19.2 Each event will consist of six (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
- 19.9 The 2026 MSA Northern Regions Regional Drag Racing 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 (2026 MSA Drag Racing Standing Supplementary and Technical Regulations)

19.15 Breakout Rule – as per DR7 (2026 MSA Drag Racing Standing Supplementary and Technical Regulations)

19.16 Crossing the centre line – as per the respective DRs (2026 MSA Drag Racing Standing Supplementary and Technical Regulations)

19.17 Exclusions – as per DR8 (2026 MSA Drag Racing Standing Supplementary and Technical Regulations)

19.18 Bye and Solo Runs – as per DR6 (2026 MSA Standing Supplementary and Technical Regulations)

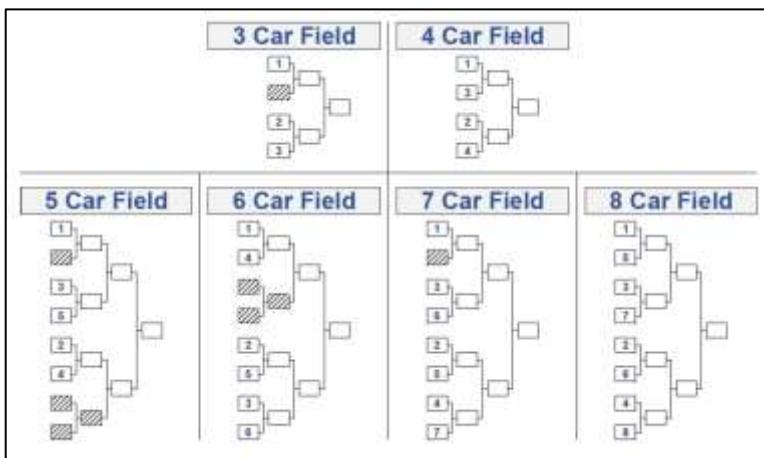
19.19 First is Worst – as per DR8 (2026 MSA Drag Racing Standing Supplementary and Technical Regulations)

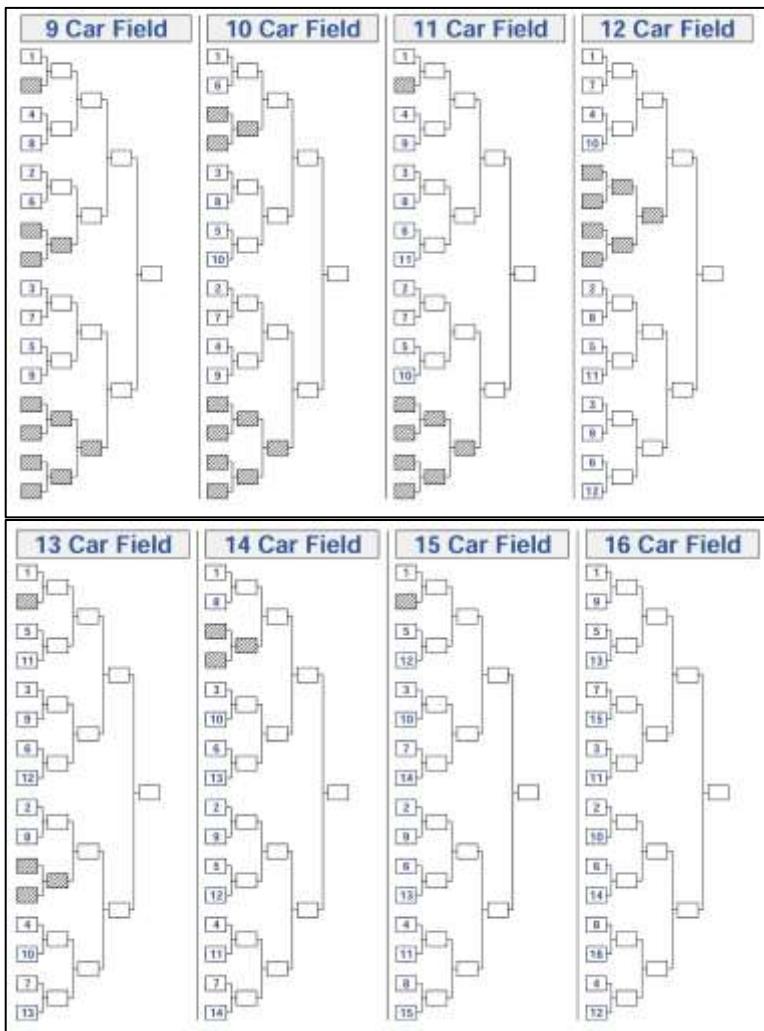
19.20 Passengers – as per DR9 (2026 MSA Drag Racing Standing Supplementary and Technical Regulations)

19.21 Re-runs – as per DR6 (2026 MSA Drag Racing Standing Supplementary and Technical Regulations)



Table 6





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 – Five (5) 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	Point s
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 single round in the Regional Series will be as follow:

Regional Event Points Breakdown	Point s
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 Northern Regions 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, 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 Drag (ED)
- Regional Champion – Ultra Drag (UD)
- Regional Champion - Pro Competition (PC)
- Regional Champion - Super Competition (SC)
- Regional Champion - Pro Street (PS)
- Regional Champion – Super Street (SS)
- Regional Champion – Sportsman (SM)

21.4.2 Motorcycles

- Regional Champion – Ultra Bike (UB)
- Regional Champion - Pro Bike (PB)
- Regional Champion - Street Bike (SB)

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

21.5.1 In determining the Class winner the competitor with the most points in the respective class designation will be declared as the class winner.

21.5.2 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.

21.5.3 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:

21.5.4 Competitor with most event (with same status where tie exists) wins. (Depending in which class the points are tied.)

21.5.5 Driver with most Runner-ups (with same status where tie exists) finishes. (Depending in which class the points are tied.)

21.5.6 Driver with most 3rd place (with same status where tie exists) finishes. (Depending in which class the points are tied.)

21.5.7 Should the tie still exist, the driver with the best overall reaction time for the season. (Depending in which class the points are tied.)

21.5.8 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 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 competitor/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** (2) 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 BURNOUTS

- 25.1 Stationary burnouts are limited to the dedicated burnout box/area.
- 25.2 A maximum of two (2) 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.
- 25.3 After the 1st burnout started, the 30 second rule below will apply
- 25.4 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.
- 25.5 After the 2-minutes has elapsed, the 1st competitor proceeds to Pre-Stage, the 2nd competitor will then have 15-seconds to Pre-Stage.
- 25.6 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.
- 25.7 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.
- 25.8 Any damage to track surface will be for the competitor’s account.

26 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 2026 MSA Northern Regions Regional Drag Racing Championship, MSA, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought 2026 MSA Northern Regions Regional Drag Racing Championship and/or MSA into disrepute in the opinion of the 2026 MSA Northern Regions Regional Drag Racing Championship organisers, they may be subject to a penalty or disqualification from the 2026 MSA Northern Regions Regional Drag Racing 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.

27 GENERAL

- 27.1 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.
- 27.2 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.
- 27.3 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.
- 27.4 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 2026 MSA Drag Racing Standing Supplementary and Technical Regulations All and any notice or circulars in respect of this 2026 MSA Northern Regions Regional Drag Racing Championship, will be notified to all competitors in an electronic format (email or similar). Any notice or circular will be notified no less than seven (7) days prior to any race meeting. The onus is on the Competitor to ensure that he has familiarized himself with such a notice.