



2026
MSA NORTHERN REGIONS
REGIONAL STANDING
SUPPLEMENTARY REGULATIONS

RALLY

VERSION 2

9 JULY 2026

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REVIEW AND AMENDMENTS

Any proposed changes to these Championship Regulations must be submitted to the Controllers for consideration and thereafter to Motorsport South Africa (MSA) for approval. MSA reserves the right to amend these Regulations in accordance with GCR 67.

Amendments and updates to the rules will be recorded in the Amendment Record below, 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 SSR / ART	Date applicable	Date of Publication	Clarifications
SSR 6	09/07/2026	09/07/2026	Wording Amendment

All race meetings shall be held under the 2026 General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA), these Regional Regulations, the event Supplementary Regulations (SRs) and any applicable Circulars of MSA. In the event that there is any conflict between Regional and National rules, the National rules shall, at all times, prevail.

Link to the 2026 MSA GCRs: <https://www.motorsport.co.za/wp-content/uploads/2026/01/2026-MSA-General-Competition-Rules-GCRs-15.01.2026.pdf>

1. CONTROLLERS OF THE CHAMPIONSHIP

The Controllers of the Championship shall be the MSA Northern Regions Regional Motorsport Committee, under the authority of MSA, and in compliance with the MSA GCRs and these SSRs. All Championship events will be run under the auspices of MSA.

These Regulations will be applicable for the calendar year of 2026.

2. AIM OF THE CHAMPIONSHIP

The Controllers of the Championship at its sole discretion shall declare the winners of the Championship in the following classes, and are entitled to withhold such declaration from any competitor, should circumstances warrant such action:

1. To declare an Overall Northern Regions Rally Champion Driver and Co-Driver. Crews competing in all classes as described in SSR 3 will be eligible for the Overall Championship.
2. For the Northern Regions Championship, the driver and co-driver are both required to be paid up with an MSA-associated club prior to the first event entered, to be eligible for points (one-event licences will not count).
3. To declare a Class Winner Driver and Co-Driver in each of the classes listed in SSR 3.

2.1 Championship Status

The Northern Regions Regional Rally Championship is a Regional Championship recognised by MSA, run under the authority of the MSA Northern Regions Regional Motorsport Committee.

2.2 Championship Classes

- a) 2026 NR1 Class Champion Rally Driver and Co-Driver.
- b) 2026 NR2 Class Champion Rally Driver and Co-Driver.
- c) 2026 NR3 Class Champion Rally Driver and Co-Driver.
- d) 2026 NR4 Class Champion Rally Driver and Co-Driver.
- e) 2026 NR0 Class Champion Rally Driver and Co-Driver.

2.3 Non-Championship Classes (if any)

Any National Competitor holding a valid National Licence may enter the Northern Regions Championship only in Class NR0. This class will score Class points but no Overall Championship points.

National Competitors will have free entry into Class NR0, for both Class points scoring and eligibility for trophies, with no additional entry fees, or by Northern Regions invitation.

3. CLASSES

NR0 – National Cars – All

- a) National Licence required.
- b) Any vehicle entered in any National class may freely and optionally enter in Class NR0.
- c) Class NR0 will score Class points only, and not the Overall Northern Regions Championship, but qualifies for trophies per event and annual Class awards.

NR1

- a) MSA Regional or One-Event Regional MSA licence required.
- b) Forced Induction class, 1600cc to 2500cc (AWD).
- c) NR1 cars may have sequential or H-pattern gearboxes.
- d) Includes S2000 vehicles with sequential or H-pattern gearboxes.
- e) Rotary (turbo).

NR2

- a) MSA Regional or One-Event Regional MSA licence required.
- b) Normally aspirated class, 2050cc to 3500cc, 2WD (FWD or RWD) and AWD.
- c) Forced Induction class, 1600cc to 2500cc (2WD).
- d) Rotary (non-turbo).

NR3

- a) MSA Regional or One-Event Regional MSA licence required.
- b) 1651cc to 2050cc, normally aspirated, 2WD.
- c) Cars below 1651cc with sequential gearboxes.
- d) H-pattern gearboxes, or full or partial sequential gearboxes (functional or not).

NR4

- a) MSA Regional or One-Event Regional MSA licence required.
- b) 1000cc to 1650cc, normally aspirated, 2WD.
- c) H-pattern gearboxes only.

4. ELIGIBILITY OF COMPETITORS

1. The Championship is open to drivers and co-drivers holding a current, valid MSA Regional competition licence and who are domiciled in the areas under the jurisdiction of the MSA Northern Regions, Free State/Northern Cape, and KwaZulu-Natal Regional Motorsport Committees (refer GCR 128 (iii)) and GCR 60.
2. During a special stage, only the nominated Driver may be in control of the vehicle.
3. To be eligible for the 2026 Northern Regions Rally Championship, a competitor must START at a minimum of five (5) Rounds during the 2026 Championship season.
4. Competitors must at all times comply with the responsibilities set out in GCR 121, including holding a licence of the correct grade, presenting it on demand, and complying with the driving conduct required for the event.

5. ELIGIBILITY OF VEHICLES

1. Only vehicles conforming to one (1) of the Northern Regions Championship classes set out in SSR 3 are eligible for entry and for scoring points in the Northern Regions Championship.
2. Rally-Raid type vehicles are specifically disallowed. Bakkie-type vehicles will be allowed if they retain the original unitary cab and load-bay structure mounted to the original ladder-frame chassis. Approval must be obtained from the NRC Technical Panel prior to an entry being submitted.
3. Vehicle eligibility and scrutiny will be conducted in accordance with GCR 254 (Scrutiny and Eligibility) and GCR 256 (Construction and Equipment). Presentation of a vehicle for official scrutiny is deemed a declaration of its compliance with these Regulations (GCR 254 (i)).

6. CHAMPIONSHIP POINTS

6.1 Classification of Vehicles

Vehicles are classified into Classes NR0 to NR4 as set out in SSR 3 above.

6.2 Championship Points

Overall and Class points **will** be added together for scoring towards the Overall Championship.

Points scored as a Driver will not count towards the Co-Driver's Championship, and vice versa; crew members will score the same points.

The points scale set out below applies in place of the default points scale prescribed in GCR 232, as permitted by that GCR where a Championship's own regulations provide otherwise.

Table. Double Round – One round on Friday, one round on Saturday

Overall Points per Round	
Overall Position	Points
1	20
2	19
3	18
4	17
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4

Class Points – Points per Round	
Class Position	Points
1	30
2	26
3	23
4	20
5	18
6	17
7	16
8	15
9	14
10	13

18	3
19	2
20	1

6.3 Championship Standings

Championship standings will be maintained by the Series Controllers based on the Overall and Class points scored at each qualifying round, in accordance with SSR 6.2 above.

7. CHAMPIONSHIP STRUCTURE

7.1 Qualifying / Cancelled or Abandoned Events

1. Events and dates counting towards the Championship are detailed in the 2026 MSA Motorsport Calendar.
2. The Northern Regions Rally Championship may take place in conjunction with National Rally Championship events hosted in the Northern Region of South Africa.

7.2 Number of Rounds

1. A minimum of four (4) Events, comprising six (6) Rounds, will be run for the Championship. Where only three (3) Events are run, one of the events will score double points; the double-pointer event will be made known through a bulletin published before that event.
2. The maximum number of Events will be five (5), comprising ten (10) Rounds.
3. For a Championship to be concluded and a Champion declared, at least fifty percent (rounded up) plus one of the Rounds originally scheduled must have taken place and been scored (refer GCR 234 (ii)).

7.3 Minimum Number of Starters

For 2026, the minimum number of starters will be six (6) cars for an event to count towards the Championship (refer GCR 230). The minimum number of starters is in total, and not per class.

7.4 To Qualify as a Finisher

To be eligible for the 2026 Northern Regions Rally Championship, a competitor must START at a minimum of five (5) Rounds throughout the 2026 Championship season (see also SSR 4.3). To be classified as a finisher in an individual event, a vehicle must have completed not less than two-thirds of the distance of that event under its own power (refer GCR 274 (ii)).

7.5 Ties in a Championship

A tie will be decided in favour of the competitor with the greatest number of 1st place finishes. If this does not resolve the tie, the greater number of 2nd place finishes will count, failing which 3rd place finishes, and so on. If a tie still remains, performance across all Championship events will be taken into consideration; and if this remains ineffective, the MSA Northern Regions Motorsport Committee will declare the winner on any basis it deems fit. This procedure supplements the general approach to separation of ties set out in GCR 229.

7.6 Championship Awards

MSA silver awards will be presented to the Champion Driver and Co-Driver of the Overall Championship. Merit certificates will be awarded to all Class Champion Drivers and Co-Drivers. Awards are otherwise

subject to GCR 281, including that only competitors classified as finishers shall be eligible for an award unless these SSRs specify otherwise.

8. COMPETITION NUMBERS / DECALS AND BRANDING

1. Front windscreen: an area at the top of the front windscreen is to be used for decals, with a total maximum height of 150mm over the full width of the screen. Competitors should note that, in the event of an overall series sponsor having been obtained, 50% (half) of the width of the windscreen will be allocated to the series sponsor (left-hand side).
2. Competition numbers will be allocated as per MSA National Rally SSR 800.3, and must otherwise comply with GCR 249 (Competition Numbers) as to colour, digit style and minimum size.
3. Any advertising displayed on a competing vehicle must comply with GCR 246 (Advertising) and, where relevant, GCR 247 (Advertising Conflicts).

9. DRIVERS / RIDERS BRIEFINGS

1. All events must have a Drivers' Briefing, attendance of which is compulsory for all competitors, in accordance with GCR 141 (iv).
2. Late arrival at a Drivers' Briefing will be considered as non-attendance.
3. In special cases, and only if agreed prior to the Drivers' Briefing, Force Majeure (as defined in GCR 62) may be applied by the Clerk of the Course.

10. RACE FORMAT

10.1 Practice, Qualifying and Starting Procedures

1. No practising is permitted on any event, and the Clerk(s) of the Course must keep the route secret as far as possible, except where the terms of MSA National Rally SSR 503.2 are applied by the Clerk of the Course. Any official practice or qualifying session that does take place forms part of the competition and is subject to all applicable regulations (refer GCR 260).
2. The organiser must specify exactly what is required of Car Zero, and must ensure that it is manned by a competent rally driver and an experienced co-driver who are aware of the requirements of the marshals. Marshals must resolve any problems or queries with Car Zero before the first competing car arrives. Running a Car 00 in addition is recommended.
3. The organiser must run the event on the NRC timing system, i.e. road sections run from the start of a stage to the start of the next stage.

10.2 Route

The Road Book and Timecard will be as per the Guidelines for National Championship Rallies (refer MSA National Rally SSRs 501 and 502):

- a) Road books must read from top to bottom on special stages. Pace notes will be allowed, subject to ratification by the Northern Regions Rally Sub-Committee. In all cases, the roadbook will take precedence.
- b) Intermediate distances must be given between all instructions on special stages.
- c) All dangerous locations on the route must carry a due warning in the route schedule, and Clerks of Course must take the high speeds of rally cars into account by accentuating such warnings where necessary (e.g. "Extreme Caution – Dangerous Jump" rather than "Jump" or "Caution – Jump"). Danger or warning

triangles, or arrows pointing down, must be placed at such points on the route, and must state what the caution is for.

- d) Where a series of cautions occurs within a short distance, this must be stated in the route schedule, e.g. "Jumps and Dips for next five hundred (500) metres".
- e) The organiser must ensure that at least three (3) minutes' dead time is included at the start of every stage.

Special stage events shall have a maximum event length of three hundred kilometres (300km), of which a minimum of eighty kilometres (80km) and a maximum of one hundred and twenty kilometres (120km) must be special stages. Under exceptional circumstances these distances may be varied, but only with the prior consent of the MSA Northern Regions Rally Sub-Committee, and only where adequate reasons are given for the change.

Arrows must be used on special stages and placed at all instructions in the roadbook. Turn-offs must be arrowed, as must all places where a wrong route could result in a collision or accident, including where competitors may meet the route again. Where competitors could meet back on the route, double barrier tape, fifty (50) metres apart, must be used; two red or orange arrows must be placed to form a gate at the instruction, with a green arrow one hundred (100) metres before the instruction. All other roads must be blocked off wherever a wrong route, or public access, could result in a collision or accident.

The distance between the Flying Finish and Stop Control will not be less than two hundred (200) metres, though three hundred (300) metres is advisable; any obstacles or changes in direction between the two controls must be noted in the route schedule.

Where a special stage ends towards a major road, the Stop Control must be positioned at least two hundred (200) metres before that road, with the flying-finish/warning board placed well in advance, bearing in mind the high speeds of rally cars. Safety must always take priority over stage length.

Where tar stages are used and more than one (1) lap of the same route is run, a marshal must wave a yellow flag at any point where competitors approach an intersection from different directions, flagging the slower of two competitors whose arrival times coincide.

Where the route doubles back on the same road (e.g. a hairpin around a drum or bollard), or cars approach an intersection from opposite directions, the next car may not start the stage until the preceding car has completed it. Temporary barriers or fencing through which cars can drive will be regarded as the same road.

Running long and short laps, or loops, within a stage is not recommended.

Route safety must be confirmed by a final route check, which the Rally Sub-Committee may appoint a person to carry out. Official observers may also be appointed by MSA to observe the conduct of each event, at the Organising Club's expense.

An illustration of the required arrow and barrier-tape configuration is provided in the Appendices.

Emergency plan: every marshal point must be issued with written instructions on what to do if an accident occurs on their stage; instructions may vary from stage to stage. Radios may be used to assist. Names and phone numbers for medical assistance must be published, and a basic outline of the Medical and Safety Plan, with relevant phone numbers, must be included at the front of the route schedule.

A Sweep Car must follow the entire route as closely as possible behind the last car on every event; a separate sweep car and de-arrowing vehicle should be used.

In the event of a delay in the mid-field of the rally, the leading cars must be stopped at the earliest convenient opportunity (i.e. the next stage) and the field bunched up. It is recommended that any time gaps be closed at lunch and refuelling breaks.

Full results must be sent as soon as possible after the event to the Series Controllers, who will be responsible for updating the seeding lists used to determine the starting order of competitors on each subsequent Northern Regions Championship rally.

Where the route uses public roads, organisers must comply with GCR 69 and GCR 243, including obtaining the necessary permissions and ensuring the road concerned is properly decontrolled where competition vehicles travel on, traverse, or cross it.

10.3 Force Majeure

Force Majeure may be applied by the Clerk of the Course only in special cases, and only where agreed prior to the Drivers' Briefing (see SSR 9.3). "Force Majeure" bears the meaning given to it in GCR 62, namely a situation unrelated to a promoter's financial or contractual involvement, such as political unrest, unavailability of fuel, flooding, or an earthquake; a financial reason is specifically excluded from this definition.

Postponement, abandonment or cancellation of an event or competition will otherwise be dealt with in accordance with GCR 244.

11. SAFETY REQUIREMENTS

11.1 Safety Car, Red Flag and Restart Procedures

Not generally applicable to the special-stage rally format. Stage stoppage and mid-field bunching procedures are set out at SSR 10.2 above.

11.2 Safety Apparel and Equipment

During all competitive sections, crew members must wear fire-resistant protective clothing from ankles to neck, and to wrists. Such clothing must be in good condition and should be FIA-approved to FIA Standard 8856-2000, or locally produced by a recognised manufacturer from flame-retardant material, and must be clearly labelled to indicate whether it is FIA-approved or locally produced from flame-retardant material. Where the racing overall worn is not FIA-approved and not clearly labelled as locally produced flame-retardant material, FIA-approved underwear must be worn underneath. Refer also to GCR 239 and its guidance on Race Suits (Levels 1–3) for the recognised fire-retardant fabrics and specifications.

All cars will carry an MSA-approved medical aid kit for the driver and navigator.

Each vehicle must carry a fire extinguisher (or plumbed-in fire extinguisher system) in accordance with GCR 257, of at least the minimum capacity specified for the vehicle type concerned, and evidence must be available that it was purchased new or serviced within the preceding twelve (12) months.

Safety Harness / Belts

All cars must be fitted with a harness consisting of at least four (4) belts (not standard clip-in type) for each member of the crew, and such harnesses/safety belts must conform in all aspects to GCR 239 (note in particular clause D of GCR 239 regarding the Expiry Date for safety belts).

Helmets

Helmets must fit properly, be secured, and be suitable for the purpose intended, in accordance with the guidelines set out in GCR 239 (Crash Helmets). A helmet involved in an accident, or which shows visible or suspected structural damage, is liable to be confiscated or impounded by the Chief Scrutineer for further investigation, as provided for in GCR 239.

11.3 Fuel

The choice of fuel is free within the limitations of reasonable safety. Methanol is prohibited, save where MSA has granted specific approval to the contrary in exceptional circumstances (refer GCR 240). Where the applicable category regulations require racing fuel (as opposed to standard pump fuel), such fuel must comply with the specification table set out in GCR 240.

11.4 Tyres

The choice of tyres and wheel rims is free within the limitations of reasonable safety. Studded tyres and any devices (e.g. chains) which attach to the tyre or wheel rim to improve traction are prohibited.

On a road section that is a public road, no damage may be caused to the tarred road surface as a result of a damaged tyre or suspension. Any infringement must be reported to the Clerk of the Course, who may exclude the competitor, examples including but not limited to:

- a) Driving with a flat tyre that is delaminating;
- b) Driving with a rim only;
- c) Driving with part of the vehicle structure scraping on the public road; or
- d) Driving with one or more wheels missing.

Spare Wheel

- a) It is compulsory for a vehicle to carry a minimum of one (1) spare wheel at all times during the event.
- b) Cars may carry a maximum of two (2) spare wheels.
- c) Any complete wheel fitted to, or carried inside, the car during servicing must reach the next service park or service area. If the spare tyre is fitted, the flat/damaged wheel must be present in the vehicle on return to the next service. No additional spare wheels may be received or fitted other than those already present in/on the vehicle.

12. DRIVER / RIDER CONDUCT

12.1 Dangerous Driving

Reckless or careless driving during the course of any competition or practice is a breach of the GCRs (refer GCR 172 (vii)). Dealing with dangerous or unsafe driving during an event is the responsibility of the Clerk of the Course, who may refer the matter to the Stewards of the Meeting for further penalty (refer GCR 156 (viii)).

12.2 Unsportsmanlike Conduct

Misbehaviour, unfair practice, and any act prejudicial to the interests of MSA or of motorsport generally (including intimidation and abusive conduct) constitute a breach of the GCRs and may result in disciplinary action (refer GCR 172 (iv) and (vi)).

12.3 Social Media Conduct

The distribution or publication, via e-mail, text message, internet website or social media, of comments that are abusive, slanderous, demeaning or otherwise inappropriate is expressly included within the definition of a prejudicial act under GCR 172 (iv), and may render the offender liable to disciplinary action.

12.4 Illegal Substances

The use of alcohol, cannabis, or any prohibited performance-enhancing substance is prohibited under GCR 172 (viii), and competitors may be required to submit to testing in accordance with GCR 118, GCR 282 and the MSA Anti-Doping Code (refer Appendix L of the GCRs).

13. PADDOCK, PARC FERMÉ AND PIT LANE REGULATIONS

Parc Fermé must apply to all events, and will be conducted in accordance with GCR 252, including the restrictions on persons touching, moving or examining an impounded vehicle without authorisation, and the prohibition on the consumption of alcohol within the parc fermé area.

All persons granted access to the pits, paddock and service areas, and all service personnel, must at all times obey the instructions of an authorised official, referring any dispute to the Clerk of the Course (refer GCR 251).

Detailed paddock and pit lane regulations to be confirmed by the Controllers / set out in the event Supplementary Regulations.

14. ENVIRONMENTAL REQUIREMENTS

All cars will carry an environmental mat for use during re-fuelling and servicing, in keeping with the MSA Environmental Code referenced in the GCRs.

15. MEDICAL REQUIREMENTS

All cars will carry an MSA-approved medical aid kit for the driver and navigator.

A basic outline of the Medical and Safety Plan, together with the relevant emergency phone numbers, must be included at the front of the route schedule for every event (see also SSR 10.2), and a medical rescue service complying with Appendix L of the GCRs must be provided (refer GCR 142).

All competitors must hold a current medical fitness declaration as required by GCR 137, and may be required to furnish a medical certificate under GCR 138 following an accident or where MSA has doubts as to their fitness to compete.

16. PENALTIES

A penalty of ten (10) seconds shall be added to a competitor's overall score for each minute's lateness taken on an event. This penalty is in addition to the accumulation of lateness leading up to the exclusion limit specified in the SRs for an event. Organisers are instructed to ensure that sufficient service time is built into open sections.

This lateness penalty is imposed under the authority given to the Clerk of the Course in rallying by GCR 157 (iii), to impose prescribed time penalties or exclusion for late or early arrival at controls, or for exceeding maximum permitted running times.

The general scale of penalties which may be imposed by officials (reprimand, fine, time penalty, exclusion, and, by formal MSA Courts only, suspension, disqualification or forfeiture of Championship points) is set out in GCR 177, and the applicable maximum fines are set out in that GCR.

17. GENERAL

1. Permission to deviate from these minimum standards must be obtained from the MSA Northern Regions Rally Sub-Committee before an event. Failure to comply with these minimum standards will result in the responsible club being fined a minimum of five hundred rand (R500). A copy of the guidelines for the MSA National Rally Championship is available and it is recommended that all organisers follow it.
2. Proven organisational ability will be a pre-requisite for the granting of Championship status to an event.
3. All events must be special stage events, and all makes of car must be permitted to enter and participate.

4. Regulations for an event must be available in the approved form at least four (4) weeks before the event is due to take place, and the draft SRs must in any event be submitted to MSA at least six (6) weeks (eight (8) weeks for National Championship rallies) before the competition, in accordance with GCR 141 (v).
5. In terms of GCR 104, the closing date for entries must not be less than two (2) days before the date of the meeting.
6. The Road Book must be made available to each competitor for every event. Service and rally programmes should also be made available to spectators and members of the press, whose publicity efforts on behalf of the Organiser and Sponsors warrant every encouragement.
7. The Time & Distance Schedule, maps, service guide and rally programme must be available at least four (4) days before an event.
8. A crew must hand in their completed and signed scrutineering forms at final control.
9. It is strongly recommended that event organisers attend the Northern Regions Rally Sub-Committee meetings before and after their event, and that Post Chiefs remain at the event until results become final.
10. Protests and appeals arising from any event will be dealt with in accordance with Part IX (Protests) and Part X (Appeals and Enquiries) of the GCRs, including the time limits set out in GCR 200 and the protest fee applicable to Regional events (currently R5 000, refer GCR Part IX fee schedule).
11. Save as expressly varied by these SSRs, all events held under this Championship remain subject to, and must be read together with, the MSA General Competition Rules (GCRs) and the applicable MSA Standing Supplementary Regulations (SSRs) current at the time of the event.

APPENDICES

Diagram: required arrow and barrier-tape configuration for special stage route marking (see SSR 10.2).

