



ADMINISTRATION & COMPETITION REGULATIONS

2026

INTRODUCTION

We are pleased to provide you with the 2026 edition of the competition 'Rules and Regulations' of National Drift Challenge (NDC).

This edition of the rules establishes the foundation for the Events and conduct of the NDC. Participants, teams, drivers, and officials are strongly encouraged to review these rules carefully. When entering a NDC Event; these Rules and Regulations will be and stand as the primary derivative and definition/s for all disputes, protests and any such anomalies as of its relevance in accordance with the event at hand.

The NDC wish you and your team a safe and successful season!

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Inter-provincial Regulations must be submitted to the Controllers (MSA National Drag Racing, Drifting and Spinning Working Group) for approval. The Controllers reserve 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. (See GCR 67)

AMENDMENT RECORD

Modified Rule Number	Date Applicable	Date of Publication	Clarifications

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1. SERIES ADMINISTRATION

1.1 ADMINISTRATIVE CONTROL

The NDC operates under the auspices of Motorsport South Africa (MSA); who sanctions all National Challenge events. All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Inter-provincial Challenge Regulations, the event Supplementary Regulations (SRs) issued by the promoters/organisers, and any applicable circulars of MSA.

1.1a CONTROLLERS

The controllers of the Inter-provincial Challenge will be the Motorsport South Africa (MSA) National Drag Racing, Drifting and Spinning Working Group. The Organisers of the NATIONAL DRIFT CHALLENGE (NDC) shall be a group of individuals, hereinafter referred to as the “Organiser” and the Promoter.

1.1b NDC VENUES

The Inter-provincial NDC can be held at any of the following venues, subject to availability:

- Western Cape – Killarney Raceway, Cape Town
- Gauteng – Carnival City, Boksburg
- KwaZulu Natal – Dezzi Raceway, Port Shepstone

1.1c AIM OF THE NDC

To declare the 2026 National Drifting Challenge Overall Winner, who will be titled “NDC Champion,” along with the winners of the respective classes:

- Pro DRIFT
- *Pro 1 DRIFT (Amateur)

1.2 OFFICIAL MEETINGS

A National Drift Challenge (NDC) representative shall be present at any official meeting, or hearing, involving interpretation or implementation of this rulebook or the operation and business matters of the NDC general.

At NDC events, each DIRECTOR/MANAGER has the authority over their respective areas of responsibility. He/she reports to the NDC organizers.

1.3 ACKNOWLEDGEMENT OF RULES

Every person, entity, group of persons, regional/national affiliate, or organizer who seeks approvals for, and is granted the right to participate or conduct a NDC event, and any person who receives a MSA license, warrants that:

- He/She is acquainted with the Series Rules and Regulations.
- He/She agrees without reservation to abide by the Series Rules and Regulations.
- He/She renounces the right to have legal recourse, except with the written consent of the NDC, to any arbitrator, or tribunal, not provided for in the Rules and Regulations or those and that of Motorsport South Africa (MSA).

1.4 OPERATING AUTHORITY

At drift/race events, the Organisers specifically, have authority for the conduct of all competition aspects of the event.

Appointed DIRECTOR/MANAGER's has the authority over their respective areas of responsibility.

1.4.1 ELIGIBILITY OF COMPETITORS

All competitors must hold a minimum of a current valid MSA Drifting Regional Limited Licence, as issued by MSA and must be domiciled in the Republic of South Africa.

Participants aged 16–18 may be admitted upon issuance of a Minor Participant Copy of I.D. and MSA competition licence. These privileges may be revoked at any time for non-compliance with this Rulebook.

Minors aged 15 and above must demonstrate competence in other leagues or series and must be assessed by a NDC/MSA judge before being allowed to compete in official competitions.

All teams entering minors are responsible for any additional costs incurred for safety personnel or insurance due to assigned passengers.

MSA competition licences are valid for the season/year in which they are granted, and for the number of events listed on the MSA Calendar.

1.5 INTERPRETATIONS AND APPLICATION OF RULES

NDC officials shall make the final interpretation and application of the rules. Their decisions shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants and entrants, (including competitors and officials) expressly agree that:

Determinations and/or decisions made by NDC officials are non-litigable. They will not initiate or maintain litigation of any kind against the NDC, or anyone acting on behalf of the NDC, to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination.

If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse the NDC, and/or partners, agents, or affiliate organizations of the NDC, for all costs of such litigation, including travel expenses, and lawyers and attorneys' fees. Competitors, or officials, involved in such litigation will have all NDC privileges suspended until litigation is complete.

The NDC reserves the right to amend, or modify, the rules at any time (including individual Series Rules and Regulations and Supplementary Regulations) via Supplementary Regulations, Meetings, Tech Bulletins, Competitor Bulletins, Drift Competition Memos, or other medium including in or at Drivers Briefings.

The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the printed version of this text, plus bulletins, memos and/or supplementary regulations.

As of January first (1st) of each year, the Rules & Regulations for that year shall supersede all versions from previous years.

2. LICENSING

2.1 MEMBERSHIPS AND PARTICIPANT MSA LICENSE

All drivers and crew members working in the pits, or other designated high-risk area, must be 17-years, or older, be a current NDC affiliate, and hold a current driving license. Participants 16-18 years old may be admitted upon issuance of a Minor Participant I.D. and License. Privileges may be revoked at any time for non-compliance with this Rulebook.

Minors Aged 14+ must show competence in other leagues/series and be judged by one of the NDC judges/series partners before proceeding in Competitions. All teams with entered minors are liable for extra costs incurred with assigned passengers for safety and insurance costs.

2.2 MSA COMPETITION LICENSE

All NDC drivers must be licensed by MSA to compete in a NDC event or any such Series event.

MSA Championship License Holders Have Automatic Entry.

2.2.1 Option 1: NDC MSA ANNUAL LICENSE

Competitors wishing to obtain an entry must have competed in a MSA sanctioned Drift Event. The number of LICENSES granted shall be dependent upon the total number of LICENSES allotted for the specific event determined by, but not limited to, the overall skill level of the competitors in the driver's field and if NDC organisers deem the driver to be fit to compete on a professional and competitive level in the series of events.

The NDC will also run smaller exhibition events/'maturis' looking for drivers whereas the training event be set up to replicate the speed and dynamics of a typical course in a NDC event.

*All remaining drivers and any new driver wishing to obtain a provisional NDC MSA license will have two (2) options.

- Licenses awarded at International events or other non-MSA championships (club, national or international).
- MSA NDC licenses will be valid for the season for which it was granted and for the number of events in a specified season ONLY.

2.2.2 Option 2: MSA Day license = SOCIAL LICENSE

Competitors wishing to obtain an entry must compete in a MSA affiliated drift event. The number of LICENSES granted shall be dependent upon the total number of LICENSES allotted for the specific event determined by, but not limited to, the overall skill level of the competitors in the driver's field and if NDC organisers deem the driver to be fit to compete on a professional and competitive level in the event itself or series of events.

3. CODE OF CONDUCT DRIVER / TEAM APPEARANCE

3.1 Drivers and Teams must be clean and presentable at all times. Driver uniforms must comply with these regulations and must be free of wear and damage. Driver and team uniforms must have all required series patches in the specified location and must include the team logo and/or team name.

Only uniformed team members are allowed in “hot” areas including the grid.

3.1.1 Paddock and On/Off-Track Conduct

A driver, crew member or other participant acting in such a way that is considered by a NDC Official as endangering, slandering and as misconduct or endangering others will be fined a minimum of ZAR500 and up to ZAR5000 South African Rands and may be disqualified from participating in any or all NDC events. All drivers and teams must keep safety and professionalism in mind at all times, and is aware of their surrounding environment, personnel, actions, behavior, vehicles and equipment.

The NDC reserves the right to deem what actions or conditions constitute violation of this policy. Negligence of any kind or violation of any safety matter will not be tolerated.

3.1.2 Demeanor towards Officials, Staff and/or Judges

Every NDC competition driver and team member has the right to ask questions and rationally discuss with the officials and/or judges, any issue pertaining to their performance, race operations, or the judging format. Any driver and/or team member that conducts him/herself in an inappropriate manner with the official judges will be subject to the same penalties as listed above.

Application of Code of Conduct rules apply during the course of any NDC event activity, including but not limited to practice days, set up times, official meetings, press conferences, public appearances, conventions, competition events and demonstration events.

****The Driver is responsible for his representatives, team, crew, and guest conduct at all times during the course of any NDC event or related activity, or function. Drivers, crew and others representing a driver and/or team are to act in a professional manner.***

3.2 DISCIPLINARY ACTION BREACH of RULES

In addition to any other offenses listed herein, the following actions shall be deemed a breach of the RULES:

- Bribery, or attempt, to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.
- Any action having as its objective participation in the competition by a person, or automobile, known to be ineligible.
- Participation in any proceeding, or action, prejudicial to the interests of the NDC, or of automobile competition generally.
- Reckless, or dangerous, driving.
- Failure to obey direction, or orders, of a race official.
- Refusing to co-operate with, interfering with, or obstructing the action of the officials, COMPETITION DIRECTOR, or others in the performance of their duties.
- Violation of the terms of probation.
- Public criticism of a series, its owners, its officials or sponsors/partners.
- Unsportsmanlike conduct.
- Physical contact with intention to harm any participant, or official, or the threat of same.
- Inappropriate, objectionable, threatening, or profane language, and/or gestures.
- Failure to allow inspection, or disassembly, of an automobile as directed by the Scrutineer, or the Competition Director.
- In cases of extreme misconduct, the NDC deserves the right to take any other action deemed necessary.

3.3 PENALTIES

Any participant, official, entrant, or other person violating these rules, or the Supplementary Regulations, or any conditions related to the event, or any special rules of a course, may be penalized as provided by the NDC RULES AND REGULATIONS.

The authority to assess penalties is not limited to violations occurring during the course of a racing competition.

Before imposing any penalty, the Competition Director, or his designee, shall investigate any alleged rules violations and collect, or hear, such evidence as deemed necessary at his discretion.

The penalties that may be assessed are: Reprimand

REPRIMAND

The COMPETITION DIRECTOR, or other authority may impose a reprimand. A reprimand against a NDC MSA licensed driver shall be noted in his license file, as will be any or all of the following penalties:

3.3.1 Fine and/or Loss of prize money

A fine up to ZAR5000 may be imposed by the Promoter of NDC against any entrant, driver, or participant for conduct detrimental to the Organization, or the Organization's clients, or partners.

A driver's competition privileges are automatically under suspension and shall remain under suspension until payment of fines is received. If unable to pay the full amount of a fine prior to the next event, a driver must surrender his NDC entry ('ies) to the Competition Director.

In addition to a fine, a penalty, or loss of some, or all prize monies due may be imposed.

Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

3.3.2 Probation of NDC competition privileges

The terms of probation shall be in writing and signed by the Competition Director. A copy shall be given to the driver, or entrant, or other person penalized, and NDC shall retain a copy.

The notice and terms of probation provided for in paragraph above shall be sent within seven (7) days after probation has been imposed. Upon the termination of probation, the Competition Director shall send a copy of the termination of probation. Probation will be recorded in the driver's file.

3.3.3 Suspension of NDC competition privileges

The Competition Director may impose suspension of competition privileges for a maximum of twelve (12) months. Delay in surrendering in a license as directed shall automatically result in the extension of the suspension by a period equal to the delay.

When a penalty of suspension is levied, the penalised driver must immediately surrender his MSA competition license(s) to the Competition Director, as directed.

3.3.4 Loss of points

The COMPETITION DIRECTOR / NDC ORGANISERS may impose a loss of event points and/or accrued points.

3.3.5 Expulsion

Consecutive penalties may be imposed (e.g., two 30-day suspensions resulting in a total suspension of 60 days). Combinations of penalties may be assessed (e.g., a fine and a points penalty, etc.)

3.3.5 Range of Penalties

The Competition Director has the right to impose any penalty, combination of penalties or action he/she feels is appropriate.

3.3.6 Amendment of placing awards

In those cases where a penalty of disqualification is imposed, the Competition Director shall declare the resulting amendment to the placing and awards and shall decide if the next competitor in order shall be advanced and shall see that awards presented are consistent with the revised finishing order.

3.3.7 Publication of Penalty

The NDC shall have the right to publicize that it has penalized any person, organization, or automobile, and the reasons therefore. The persons, or body referred to in the notice shall have no right of action against NDC, or against any person publishing such notice.

3.4 ENTRIES

All entrants must follow the official NDC entry forms and/or MSA processes for each event. An entry made, and accepted, in accordance with these regulations, and any relevant Supplementary Regulations, shall constitute a **contract**, binding an entrant to take part in the competition entered unless prevented by forces beyond his control. A breach of such contract may be treated as a breach of these regulations.

3.5 REFUSAL of ENTRY

If an entry for any competition is refused, notification of such refusal shall be sent to the entrant at the address or by email address given on the entry form as soon as possible, and at least five (5) days before the event, whenever reasonably possible. The NDC may deny entry to any entrant whose conduct, associations, or affiliations, on or off, the track, are deemed not conducive to the best interest of this sport, or who exhibits conduct, which is inappropriate, offensive, abrasive, or in bad taste. The NDC has the right to refuse an entry at their discretion without giving a statement of reason for refusal.

3.6 FALSIFICATION of ENTRY

An entry, which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of these regulations, and the entry fee may be forfeited.

3.7 WITHDRAWAL of ENTRY

An entry may be withdrawn without penalty, or transferred to another event, if the withdrawal is made in writing, or by phone, prior to the opening of on-site event registration. An entrant, or driver, accepted to take part, who does not do so without making a proper withdrawal of entry, shall forfeit all entry fees. An entrant, or driver, accepted to take part, who does not take part without making a proper withdrawal of entry, and who participates elsewhere in the same period, shall be guilty of violation of these regulations and liable for penalties to be assessed by the Competition Director, including mandatory forfeiture of all entry fees, and shall have no right to protest, or appeal, such judgment except as regards the fact of participation elsewhere.

3.8 CONDITIONAL ACCEPTANCE of ENTRY

These are professional competitions, the NDC reserves the right to accept, or reject, the entry of any car or driver. In case of doubt as to the acceptability of an entry, an entry will not be allowed to compete unless approved by the promoters of the NDC or by the Competition Director.

3.9 ALCOHOL, NARCOTICS, PERFORMANCE ENHANCING AND/OR RECREATIONAL DRUGS

The use of any narcotic, controlled substance, performance-enhancement drugs, and/or recreational drugs, by RSA (Republic of South Africa) government by any participant, is expressly prohibited, even if prescribed by a licensed doctor/physician. Consumption of alcoholic beverages shall not commence until all official functions of a specific series or event has been completed. The NDC reserves the right, at any time, to require any participant to successfully complete, at the participant's expense, such tests as may be designated by NDC, including, but not limited to, breath, blood, or urine. The Competition Director or his designee may perform such tests. Refusal to submit to, and/or failure by participant of such testing shall result in penalties or removal from the event and/or series.

4.0 GENERAL SERIES REGULATIONS

4.1. OFFICIALS

Every NDC event must be staffed with individuals, agents, or affiliates assigned by the NDC to operate the event (OFFICIALS), or their substitutes as approved by NDC. the staff of OFFICIALS, whose duty it shall be to direct the control of the event may include:

- Competition Director/s
- MSA CoC/Steward
- Scrutineer/Technical Manager
- Starter
- Secretary/Registrar
- Scorer
- Judges

They shall be termed “officials” and may have assistants, also termed “officials” to whom any of their duties may be delegated. They will be available in their roles from before the on-track scheduled sessions until after all events and resulting official actions are complete, except by the COMPETITION DIRECTOR/CoC.

4.1.1. CONDUCT

Every OFFICIAL shall endeavor to conduct himself according to the highest standards of behavior. Failure to do so may result in loss of Official appointment for the event, or penalty, as determined by the NDC . OFFICIALS whose actions are deemed by the NDC to be against the best interests of the NDC shall not be permitted to participate in NDC event/s.

4.1.2. COMPETITION DIRECTOR (or CLERK OF THE COURSE – CoC)

The COMPETITION DIRECTOR/CoC shall be the executive responsible for the general conduct of all aspects of competition at an event for which he has been assigned including conduct of participants and OFFICIALS, on-track safety issues, application of the NDC Rules and Regulations. He/She shall ensure that all provisions of these rules are conformed to.

The NDC Competition Director (including any of his/her designees) is the authority in determining and enforcing technical regulations. ***Their decisions are non-protetable and they have the authority to amend and/or add to the rules and to make adjustments to vehicle specifications on the spot, if deemed necessary.*** Teams will be notified of any changes made at the venue by written bulletin when and wherever possible.

The Competition Director may order the inspection and disassembly of any entered vehicle to ascertain its conformance with the Rules at any time.

The Competition Director has the authority disqualify or penalize any vehicle that does not conform to the requirements of the Rules and specifications of the event. In the event of an infraction, it is the duty of the Disciplinary Committee to take appropriate action as provided for in these regulations.

The Competition Director shall ensure that all driver safety equipment is in compliance with the Rules.

The Competition Director has the “right of first refusal”. If a team interprets a rule in such a way as to prepare a vehicle beyond the intent of the rule, the Competition Director may disallow the preparation and issue an immediate clarification.

4.1.3. SECRETARY / REGISTRAR

The registrar shall be responsible for certifying and processing all entries, credentialing all drivers, participants, team members, official, vendors, sponsors, and corporate members. The registrar is the person designated to maintain the official entry, registration lists and processes (REGISTRAR). No other person or entity may issue event credentials without the consent of the NDC.

Registration is on a first come first serve basis and may only be done so through the NDC office/online or other as advertised and with a valid NDC license. The NDC may establish a maximum allowable number of entries or entry deadlines per event. All NDC drivers, team members, guests, participants, and sponsors must be registered. Refer to the supplemental regulations or set-up packets for each event for exact registration location(s) and times.

4.1.4. JUDGES

Judges are exclusively and responsible only to determine scores and points assigned to individual or team competitors based on the competition criteria determined by the NDC.

Judges shall furnish and distribute results of all qualifying sessions and competitions, as well as any special requests (i.e. speeds, scores, etc.).

Judges or other entities as assigned by the NDC will maintain records of qualifying scores, speeds, charts, scores, and results for all events.

Judges or other entities as assigned by the NDC will also compile and distribute official results (after notification that all protests are completed and that the Scorer and one official judge has declared the results “official”) for all qualifying and head-to-head match ups.

Judges are responsible for final course design/layout.

4.1.5. TECHNICAL SCRUTINEER

The NDC Technical Scrutineer (including any of his designees) is the authority in determining and enforcing technical regulations (TECHNICAL SCRUTINEER). Their decisions are **non-protestable** and they have the authority to amend and/or add to the rules, under the direction of the organizers and to adjust car specifications on the spot, if deemed necessary. Teams will be notified of any changes made at the track by written bulletin when possible.

The TECHNICAL SCRUTINEER may order the inspection and disassembly of any entered vehicle to ascertain its conformance with the Rules at any time.

The TECHNICAL SCRUTINEER has the authority to disqualify or penalize any vehicle that does not conform to the requirements of the Rules and specifications of the NDC. In the event of an infraction, it is the duty of the NDC organizers and the relevant appointed officials to take appropriate action as provided for in these regulations.

The TECHNICAL SCRUTINEER shall ensure that all driver safety equipment is in compliance with the Rules.

The TECHNICAL SCRUTINEER has the “right of first refusal”. If a team interprets a rule in such a way as to prepare a car beyond the intent of the rule, the TECHNICAL SCRUTINEER may disallow the preparation and issue an immediate clarification.

4.1.5. RACE SECRETARY

The registrar shall be responsible for certifying and processing all entries, credentialing all drivers, participants, team members, official, vendors, sponsors, and corporate members. The registrar is the person designated to maintain the official entry, registration lists and processes (REGISTRAR). No other person or entity may issue series or event credentials without the consent of the NDC. Registration is on a first come first serve basis and may only be done so through the NDC office with a valid MSA license. The NDC may establish a maximum allowable number of entries or entry deadlines per event. All NDC drivers, team members, guests, participants, and sponsors must be registered. Refer to the supplemental regulations or set-up packets for each event for exact registration location(s) and times.

4.2. SERIES IDENTIFICATION

All required decals, patches, emblems and logos must be properly displayed as outlined in Appendix D. The NDC must approve the use, in any way, of any NDC identification, mark, logo, likeness or other intellectual property outside of an official NDC EVENT. The unauthorized use of any NDC identification, marks, logos, likenesses, or other intellectual property may result in penalties, fines, disqualification, or legal action.

4.2.1 REGISTRATION

Registration is done under the direction of the SECRETARY. Registration is on a first come first serve basis and may only be done so through the MSA/Organisers office/online with a valid national or social/provisional license. The NDC may establish a maximum allowable number of entries or entry deadlines per event. Sixteen (16) entries will be reserved for seeded drivers, and the balance are open to non-seeded and wildcard entries.

All NDC drivers must be registered. Refer to the Supplemental Regulations or set-up packets/bulletins for each event for exact registration location(s) and times.

4.2.2 TEAM REPRESENTATIVE

Each team will designate one (1) person to act as the team representative. This spokesperson is the only person who may officially speak for the team, including filing protests, initiating the “5-minute rule” (along with the driver), withdrawing an entry or vehicle, and making changes and additions to the team’s credential list. If the team representative must be changed during the event, the COMPETITION DIRECTOR/CoC must be notified.

4.2.3 SPOTTERS

Each team will be designated one spotter card. A spotter stand will be placed in a comparable area to the judge’s stand to give team spotters a similar viewing perspective as the judges. During Tandem Battle, the designated team spotter is required in the spotter stand. If a spotter is not assigned, a team may appoint another team’s spotter to represent their driver.

4.3 DRIVERS BRIEFING

The NDC OFFICIALS will conduct various meetings with the drivers and crew chiefs/team managers throughout the course of an event. This may be a single meeting, or separate meetings and sufficient notifications will be made through the Supplemental Regulations or by other notice. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Drivers and/or Crew chief attendance is mandatory for their respective meetings as outlined in the event supplemental regulations. Drivers must be suited. Failure of any driver will be exclusion from the event.

4.4 GENERAL PIT, PADDOCK, AND COURSE RULES

All mechanics working in an area that is designated as pit/ 'hot' area must be adequately attired (**closed-toe** shoes, short/long pants, and short/long sleeved shirts) at all times during practice, qualifying, and the race. The only exception is that team members are allowed to wear shorts in the "Pre-Grid" area. Team members working in a 'hot' area, must be uniformly attired (matching pants and matching shirts) at all times. *Only personnel with valid NDC accreditation will be allowed access to the restricted areas as defined. Accreditation must be available and visible at all times.

*Smoking is **not** allowed at any time in the specified Pit Box Areas and refueling stations. ***Pets are prohibited also at all times at the track (unless permissions have been granted by the organisers in writing)***. The Competition Director or his/her delegate is the supreme authority in enforcing pit lane, paddock, course or other operational rules or procedures.

Engines shall be started with an on-board starter, and an on-board power supply. A driver unable to start the automobile on the pre-grid may get a "push start", provided the automobile is in position on the grid prior to the start of the session. *Push starts* on the pre-grid shall be under the supervision of a NDC official to ensure that they are done in a safe manner. Push starts prior to the start and during the race are permitted only if approved by the CoC/COMPETITION DIRECTOR. NOTE: This does not change the requirement that all cars must be equipped with an on-board starter and power supply which must be in working order at all times.

The on-board starter must not be used as a means of propulsion, either on the course or from the start line, except in emergency situations.

The driver shall not push his own car, except for extreme safety reasons. Drivers shall obtain no assistance, except in an emergency, while on track. This does not preclude assistance by race officials for safety reasons.

The CoC/COMPETITION DIRECTOR may order any car removed from the course if, in his/her judgment, it constitutes a hazard to other competitors because of insufficient speed, fluid spillage, or any other reason.

In the event that loss of bodywork is a safety hazard, the car may be removed from the course. Cars competing in a race with bodywork missing may be penalized – this is under the discretion of the Organisers/CoC.

Refueling of cars is prohibited in the Pre-Grid, Grid or Start areas, or as otherwise specified. Fueling is only allowed in designated fuelling areas ie. Pits and/or Pitbox assigned by the COMPETITION DIRECTOR, or in the team pit space. Extreme caution should be taken when refueling a car that has not completely cooled. When refueling, there can be only two people (approved team members) within a 5-metre radius of the refueling activity.

4.5 CHANGES TO RULES AND SPECIFICATIONS

The NDC or its promoters reserves the right to change any rule, regulation, or specification by written bulletin or during a Drivers Briefing. These bulletins will be sent out via e-mail to the current competitors and staff, as well as being posted on the NDC affiliate websites.

The NDC Scrutineer, under the direction of the organizers has the authority to make adjustments to safety specifications at any time if deemed necessary. Teams are responsible to ensure they conform to the current rules or bulletins.

Requests for rule changes from participants are welcomed and must be received at least 14-days prior to the requested effective date.

4.6 FLAGS

FLAG SIGNALS

The following signals are used to signal to Drivers of various conditions and direct Drivers to obey various specific conditions. Cloth flags are generally used but may be replaced with similarly coded rigid boards or with lights. A steady light is the equivalent of a stationary flag, and a flashing light to a waved flag.

YELLOW

Great caution, there has been an incident in the area covered by the flag. The track may be partly or wholly blocked. Reduce speed, be prepared to change direction or stop, proceed past incident in single file.

RED

The session has been stopped. Use caution and stop immediately. Overtaking is not permitted. Be prepared to proceed to pit lane if so directed. Organizers can designate the end of a session/tandem with a red flag.

4.7 RADIOS

It is the responsibility of each crew to relay all pertinent information to their driver in a timely manner. Teams are not permitted to transmit on any official NDC frequency or channel. Teams are encouraged to equip their competition cars, staff, and team personnel with two-way radios to facilitate information exchange between the team, driver, spotter, and crew. No team's radio frequency may interfere with race control, or other racetrack, emergency, or other networks. Teams are not permitted to transmit on any official NDC frequency or channel.

The NDC is not responsible for any costs incurred by a team or participant as a result of this requirement. Radios can be ordered pre-event from our communications partner.

4.8 PASSENGERS

NDC OFFICIALS must approve all passenger “ride-a-longs”/ “media rides”/ “thrill rides”. Supplemental documentation (Insurance Waivers, Indemnities etc) will be required to be completed at the discretion of the CoC/COMPETITION DIRECTOR.

Each passenger will need a wristband/ticket and waiver to gain entry to car and will be checked on entry to the track

Passengers must not have areas of excess exposed skin and must wear approved helmets, long pants, and closed-toed shoes.

IF A PASSENGER IS FOUND IN A CAR WITH NO WAIVER/INDEMNITY SIGNED OR NO WRISTBAND, AUTOMATIC DISQUALIFICATION FOR THE DRIVER WILL BE ENFORCED.

4.9 ENTERED VEHICLES

- Drivers shall enter and compete with only one vehicle for the duration of the EVENT, which is determined by leaving the starting line for his/her first official qualifying session.
- A driver may change to an alternate vehicle **prior** to the QUALIFYING EVENT, which must be declared prior to leaving the start line for their first qualifying lap and must have been scrutinized.
- A driver may qualify in one car but may **not** twin battle in another car should their car fail. All in keeping, all drivers are given a chance to score their points to make the series competitive and at the highest level.
- Vehicles that have been previously entered in any qualifying laps are ineligible as alternates. All vehicles entered must be eligible per Rules and Regulations and have passed scrutineering.
- A second vehicle may be entered into the competition; however, the driver will only be allowed to drive one vehicle in the qualifying's and competition respectively and must inform the organizers prior to taking to the circuit/raceway.
- STREET LEGAL & MODIFIED CLASS
- As part of our ongoing commitment to growing the NDC community and creating inclusive opportunities for new and developing drivers, we are excited to introduce the Street Legal & Modified Class for the 2026 season.

4.9.1 VEHICLE ELIGIBILITY

- Vehicles eligible for this class must meet the following minimum standards:
- Must be RWD (rear-wheel drive)

May include:

- Street builds with OEM seatbelts and seats
- Competition drift cars with expired seatbelts or harnesses
- Non-homologated vehicles that can demonstrate drift capability

Eligible models must:

- Be considered a “production car”
- Have had a minimum production run of 600 units in their model year
- Be constructed by a major vehicle manufacturer
- Be or have been available as a homologated, factory-produced vehicle

Eligible Body Styles:

- Coupe, sedan, convertible, or wagon
- No more than 5 doors
- All vehicles must be rear-wheel drive only
- Kit cars or space-frame chassis are prohibited
- Vehicles from any manufacturer are allowed, provided they meet the conditions
- 4WD vehicles converted to RWD are permitted

Special Considerations:

- Front-wheel-drive (FWD) cars that have been converted to rear-wheel drive may be included to encourage manufacturer participation.
Note: Please consult with the Scrutineer regarding technical regulations for such conversions, as OEM parts from the same manufacturer must be used.
- Vehicles must maintain the original OEM unibody and/or frame structure between the front and rear suspension mounting points.
Vehicles that do not meet these criteria must petition for approval from NDC MSA.
No trucks (excluding ‘bakkies’) or SUVs will be allowed.
‘Bakkies’ are permitted but must:
 - Pass scrutineering
 - Apply to the NDC or MSA for eligibility to compete

Construction Material:

- Vehicles must be of metal construction.
Vehicles with aluminum construction must contact NDC for roll cage specifications.

4.9.2 VEHICLE USAGE RULES

- Each driver may compete with only one vehicle for the duration of the event, determined upon leaving the start line for their first official qualifying session.
- A driver may change to an alternate vehicle prior to the qualifying event, but this must be declared before leaving the start line for their first qualifying lap. The alternate vehicle must also pass scrutineering.
- A driver may qualify in one car, but cannot participate in twin battles in another car should their primary vehicle fail.
- Vehicles that have already been used in any qualifying laps are ineligible as alternates.
- All vehicles must comply with the Rules and Regulations and have passed scrutineering.
- A second vehicle may be entered into the competition; however, the driver may only drive one vehicle in qualifying and competition. The driver must inform the organizers prior to entering the circuit/raceway.

5. PROTESTS

5.1 INFORMAL INQUIRY

Prior to lodging a formal protest, participants are encouraged to attempt to resolve their disputes informally. Immediately upon acquiring knowledge of facts that could potentially be the subject of a dispute, affected parties may verbally notify the NDC officials.

The COMPETITION DIRECTOR will determine the appropriate response and will attempt to respond immediately but may defer the issue to the JUDGES. It may be necessary to defer any decision or response and participants should not always expect an immediate resolution.

An Informal Inquiry shall in no way interfere with the duties of the COMPETITION DIRECTOR, or the operation or safety of the event or other participants. If the COMPETITION DIRECTOR is the subject of the Protest, the CoC/Chief Steward/Organiser will be chosen to represent the protest to the JUDGES.

5.2 LODGING A PROTEST

Every protest shall be made in writing specifying which part of the NDC Rules & Regulations is considered to have been violated, signed by the entrant or driver making the protest and accompanied by a protest fee of ZAR2000 within the time limits specified in these rules. The protest fee is NOT refundable even if the protest is deemed to be well founded and is altered/upheld by the JUDGES.

5.2.1 All protests shall be made to the JUDGE's only.

5.2.2 A protest against an entry, validity of an entrant or driver, or a vehicle's eligibility shall be made no later than 2 hours before the start of the qualifying round.

5.2.3 A protest against a mistake or irregularity occurring during competition shall be made prior to the start of the following round of qualifying or round of competition (ie. Protesting an irregularity in 'Top 16' must be made prior to the start of the 'Top/Great 8').

5.2.4 A protest against any other action of an official shall be made within 10 minutes of the action.

5.2.5 Judges qualifying scores are NOT protestable.

5.2.5.1 Protests will be allowed in all rounds of tandem competition except the Finals.

5.2.6 Notification of a protest does not guarantee that the JUDGE will hear the argument within that time limit. The needs of the operation may take precedent over the protest. If a protest is declared within the time limit, the protestor is within the boundaries set forth in these rules.

5.3 HEARING PROTESTS

- The JUDGE's, or his/her designee, shall hear the protest and render a decision as soon as possible. The COMPETITION DIRECTOR will attempt to give all interested parties an opportunity to comment or provide input if required. The JUDGES's decision is final.
- Protests are expected to be well-founded, reasonable, logical, and based on sound evidence. A well-founded protest may still be denied.
- The subjective areas of a judge's score and decision are not protestable.
- Protests must be done on an objective action that was missed by the judges within the confines of a battle, I.E: Driver X's trunk came open during a run and the judges did not see it. Objective action with regards to the NDC protests is defined as an action that is incontrovertible visual evidence and not subject to a judge's opinion.
- External data or video is not permissible in the evaluation of a protest.
- Only NDC data and camera footage will be allowed in a review of a protest.
- Presentation of the form to the judge's stand must be in a professional and sportsman like manner. Failure to do so will result in your protest not being reviewed.

REVIEWING PROTESTS

- The COMPETITION DIRECTOR, or his/her designee, shall review the protest and render a decision as soon as possible. The JUDGES will attempt to allow all interested parties to comment or provide input.
- If a driver is questioned regarding any incident or protest and provides misleading information that driver and or team maybe be subject to penalties including forfeiture of series and/or championship points. Once a protest has been reviewed and denied, the driver will have the right to file a post-event regarding the decision if the following conditions have been met.
- An appeal must be filed within 24 hours of the final battle of the event.
- The appeal must be professional and in writing presenting the facts of the case and any additional information or arguments not stated in the original protest.
- Any outside and/or public discussions regarding the incident before the appeal process will void.
- Due to time constraints and the year-end awards prize-giving, appeals may not be reviewed concerning decisions at the final event of the year.

6. TECHNICAL INSPECTION

*****Any vehicle that does not conform to the safety requirements herewith outlined will not be allowed to practice and compete in the competition.***

6.1 INSPECTIONS

Prior to the drift car being entered into any EVENT for the current season, the Scrutineer will issue a NDC Vehicle ID number/sticker and conduct an event logging of each car. Upon verification of conformance to the rules, an event tech sticker will be issued and affixed to the front windscreen of the competitive cars. Only cars that have passed the logging session, and have a valid tech sticker affixed, will be allowed to compete unless approved by the Scrutineer and Series CoC/COMPETITION DIRECTOR.

To be eligible for competition in an EVENT, all driver/vehicles must have:

- NDC Vehicle ID Number / Number Board
- A current/valid Technical Inspection Sticker
- Current Valid MSA License

Event Inspections during each EVENT, the Scrutineer or his/her assigned representative, will conduct random inspections of any entered vehicles. All cars will be thoroughly checked at the logging event day. Each car will then be checked per event for all safety equipment and such criteria as mentioned in the Rules and Regulations. These may be via a pre-event inspection, through an impound process either during or post event, or by any other method.

6.1.1 MAINTENANCE OF ELIGIBILITY

It is the responsibility of the team to maintain a vehicle's eligibility.

6.2 MODIFICATIONS

Any car which after being issued a Scrutineering Inspection Sticker by the Scrutineer is dismantled, or modified, or in any way changed which might affect its safety, or call into question its eligibility, or which is involved in an accident with similar consequences, must be represented by the team for approval.

*****It is the responsibility of the team to notify the Scrutineer of any modifications.***

****Any means or tactic used that could deceive the judges or interfere with the judging process is strictly prohibited and will be subject to disciplinary actions.***

6.2.1 RETENTION OF VEHICLES AND PARTS -

Participant hereby grants NDC and each of their agents and assigns, full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, or any other Items used in conjunction with participation that are owned by or in the possession of participant or present at an event (collectively “Items”), including such Items that may be relevant incident to the investigation of an incident; the inspection or testing of such Items; or for any other purpose. The NDC may exercise this right to take and retain items at any time when the NDC determines in its sole and absolute discretion that such actions are necessary.

Participant fully releases NDC from any liability whatsoever for loss of, damage to, or destruction of any such Items. When an item is suspected of being out of compliance with a NDC rule, or when an item has been involved in an incident, the NDC may in its sole and absolute discretion collect and retain such Items if the NDC believes it is necessary to do so to further investigate, make a final determination, and/or preserve evidence, all in NDC’s sole and absolute discretion. At any time that NDC collects and retains Items, the NDC will try to safeguard such Items and return such Items when the NDC has completed its work with them, but NDC makes no representation or warranties that the Items will not be lost, damaged, destructively tested, destroyed or otherwise affected. The NDC is not responsible for payment, reimbursement, damage or loss to the participant as a result of compliance testing. If the NDC believes that an item should be retained or destroyed, or indefinitely or permanently retained, to prevent further use of such item in competition, The NDC may so retain or destroy such an item.

6.2.2 PARTICIPANT OBLIGATIONS-

Participants must take whatever steps requested by a NDC Official, including tear down of the vehicle and removal of parts to facilitate inspection of race equipment. This obligation includes, but is not limited to, installing inspection holes, inspection ports, and/or other means of inspections in the frame, roll cage bars, suspension components, and the like. The NDC is not responsible for payment, reimbursement, damage or loss to the participant because of such inspections.

6.3 DAMAGE

If a vehicle is damaged due to an accident or other incident, the Scrutineer may remove the tech sticker. A new tech sticker may be issued after the vehicle is re-inspected or repaired and then re-inspected. *****It is the responsibility of the team to notify the Scrutineer of any and all damage.***

6.4 TEAM REPRESENTATIVE

During Technical Inspection, there may only be one (1) person from the team serving as a representative for the car being inspected. The area should be closed off and private. All other personnel must leave area.

A. COMPETITION REGULATIONS

7 JUDGING EXPLAINED

Drifting is a driving technique in which the driver takes the racing line that provides the highest speed and angle the car is capable of handling. The judges usually specify a preferred line during the driver's meeting.

Judging Criteria (Qualifying Single Runs)

Qualifying Single Runs will be judged based on a "100 point must" system. Every driver will start with a perfect score of 100 pts. And will have deductions applied based on the judging criteria. Judging starts at the time the vehicle leaves the starting line and concludes when it crosses the finish line, as marked. Drivers that continue to drift beyond the marked finish line can be given a score of 0 or have other penalties assessed as appropriate.

Fundamentals of Judging

The criteria for judging are as follows:

1. LINE
2. ANGLE
3. IMPACT

1. **LINE (60 POINTS):** The race line is defined as the ideal path a vehicle must take on course and is marked by inner clipping points/zones, outer clipping points/zones, and transition zones. The exact line of each track will be dictated by the judges at each track.

Inner Clipping Point/Zones (demarcated on track) are reference points on the course where the vehicles front bumper or tyres should come as close as possible to the reference point (as outlined and explained by the JUDGES in Drivers Briefing).

Outer Clipping Points/Zones (demarcated on track) are reference points are scored by determining how close the corner of the vehicle's rear bumper/tyres comes to the point (as outlined and explained by the JUDGES in Drivers Briefing).

Transition Zones are areas on track where the direction of the line changes and vehicles must change the direction of their drift. Scoring will be based on the execution of the transition. The race line will be given during the drivers' meeting.

2. **ANGLE (20 POINTS):** The maximum angle at which a driver can maintain and control their vehicle throughout the marked course.

3. **IMPACT [Style] (20 POINTS):** Style is probably the *most subjective* part of the drivers' runs. Style is just what it sounds like: The drivers' overall ability to take the specific judging criteria and display it is the most personal and individual way. That is the essence of style. Aggressive flicks, closeness to walls, extreme angle and extreme proximity to the lead vehicle (in case of head-to-head competitions) are examples of how personal driving style can be showcased.

Style Criterion:

- Initiation
- Fluidity
- Commitment

7.1 QUALIFYING

The format for Qualifying is a “knockout” format. Drivers will complete two (2) runs on the track. After each competitor has completed two (2) runs, the top 16 drivers will be placed in the tandem bracket by qualifying rank and represented as the Pro Cup. If 32 Competitors or more attend an event and 30 of the 32 or more competitors qualify with more than *45 qualifying points*; then all 30+ cars will be entered into and qualify for the Pro Cup Competition. Depending on the number of entries...the bottom 8/16 spots or more allotted for tandem will then qualify for the Silver Cup if points accrued are based on the qualifying points bare minimum (above or equal to the 45 points). A Silver Cup will be held only if time allows within the schedule, with the final decision resting with the organizer. This decision will consider factors such as time availability, weather conditions, and other relevant variables.

Drivers ranked from 16-32 or lower – lowest positioned driver after the qualifying runs will keep their highest run score. The higher of the two scores will be the score that each driver keeps. From there, a running order for tandem eliminations will be set for competition results to ensue.

A) Qualifying Scoring

In qualifying, each judge will be assigned to a criterion: Line, Angle, or Style. Line is worth 60 points. Angle is worth 20 points. Style is worth 20 points.

Qualifying Score Example

Line Judge: 44/60 Points

Angle Judge: 19/20 Points

Style Judge: 16/20 Points

Total Score: 79 POINTS

B) Errors that constitute an automatic zero (0)

- Loss of drift - Includes: spin, straightening, understeer.
- Opposite drift - Performing a manji where constant angle is required.
- Two tyres off - Two of the car's tyres have gone outside of the designated course outline.
- Hood, hatch/trunk and/or doors opening during a run - Any of the body parts listed have opened during a run.
- Wall hit - Contact that causes an abrupt change in the vehicle's angle, line or speed and/or causes a spin.
- Contact with "off-course markers" - At specified areas on certain tracks where the judges' visibility is compromised, cones will be placed in strategic areas off-course to aid in determining if a vehicle has gone two tyres off, as listed in C above. These areas will be discussed in detail prior to Qualifying in the driver meetings. Course Markers (cones) – where 2 or more course markers/cones are hit with the tyres on a demarcated course

C) Clipping Zones and Course Markers

Cones or other similar track/circuit markings will designate all clipping points and zones. Anytime an inner clipping point is hit, the vehicle will be considered to be off course, and points will either be deducted, or the driver will be scored a 0, depending on the severity of the hit and as detailed by the JUDGES during Drivers briefing. Hitting an outer clipping zone with anything other than the driver's rear bumper will be counted as off course and will be scored a 0. (ie. Hitting the cone with the rear tyre, door, etc.) Course markers that are laid out to designate the outer lines of the course are not to be hit by vehicles at any time in competition. Hitting the markers is considered going off course and a deduction or a 0 may be awarded.

Judges will specify in the drivers meeting how they will treat each specific track.

Slight contact with a wall or cone in the outer clipping zone will not result in a point deduction if the hit does not disturb or affect the flow of the drivers run. This means no major corrections were needed after the hit and the driver was still able to maintain proper line, speed, and angle. If the hit occurs at any other point on track other than the marked outer clipping zones points may be deducted. If a spin or major under steer results from contact with an outer clipping zone an automatic score of 0 will be given.

D) In the event of a tie, the driver with the higher ranking based on previous years final results or in the current season post the first event will be placed in the higher position.

E) In the event that qualifying cannot be completed, such as a rainout or other circumstances, the qualifying order will be established by rank or by previous season points.

F) In the event of rain or weather that does not cause cancellation of qualifying or head-to-head, the judges have the right to make adjustments to the criteria of judging and to subsequently disseminate this information to the spotters and drivers.

7.2 TANDEM ELIMINATION ROUNDS

Tandem rounds are based on two (2) runs, in head-to-head format, with competitors paired up based on qualifying position. The higher qualifier will lead the first run and the second led by the lower qualifier.

A) Lead Car

The lead car is to drift the course using the speed, line, angle and style as defined by the judges for qualifying. Typically, the lead car should driver 90 percent of his/her qualifying run(s) and focus specifically on hitting all clipping point and zones with the maximum line, angle, and style as possible.

LEAD DRIVER RESPONSIBILITIES:

- . Run as close to 100-point qualifying run as possible.
- . Initiate Quickly
- . Fill outside zones
- . Reach Inside Clips
- . All with high angle and no corrections

Must not try to get away by running low angle and missing zones, clips.

B) Chase Car

In general, the chase car needs to treat the lead car as a moving clipping point and showcase more angle and style while in chase. With regards to speed, a chase driver may get as close to the lead car as possible as long as the chase car's front wheels DO NOT reach in front of the lead car's front wheels. In essence, if done properly, a chase driver can be door-to-door with the lead car without being in violation of being on a lower line. For a chase car to show true dominance to the lead car, the driver must follow the line the lead driver chooses, maintain consistent and larger angle than the lead car and use speed to maintain consistent and close proximity to the lead car.

CHASE DRIVER RESPONSIBILITIES

- . Maintain a High level of proximity throughout
- . Mimic the lead driver's angle, line, pace and transitions
- . Follow the lead driver, even if they go offline, to show a higher level of driving skill and adaptability

Do all of the above without making corrections or losing drift

C) Passing

Passing is allowed in the NDC . Passing is allowed anywhere on course as long as *the lead car is clearly off the line* the judges have specified. Any passing that occurs outside the scope of the aforementioned criteria will be deemed illegal and constitute an equivalence to a zero (0) run.

D) Two or more of the following items constitute an automatic zero in tandem:

- Two wheels off course
- Straightening
- Hitting an inner clipping point marker
- Double entry
- Abrupt stop
- Stalling
- 'CupCaking' – when the chase driver does not actively chase the lead car through the course as determined by the judges.
- Inactive Chase – when the chase driver is significantly far off behind the lead driver in the chase position usually by more than 3 car lengths.

E) Contact with "off-course markers"

At specified areas on certain tracks where the judges' visibility is compromised, cones will be placed in strategic areas off-course to aid in determining if a vehicle has gone two tyres off. If a driver hits 2 or more of these cones, he will automatically be given a Zero score, as he will be deemed "off course". These areas will be discussed in detail prior to Qualifying and Tandem competition in the driver meetings.

7.3 COLLISIONS

Vehicle contact in drifting is something that NDC recognizes as part of the sport, however contact of vehicles while in head-to-head battle requires specific rulings and guidelines as follows:

A) LEAD CAR:

The lead car is required at all times to run the line given by the judges and also maintain adequate speed throughout the course. If the lead car measures untypical speed, this may result in a score against that driver. Typical speed for a lead car is defined as speeds of equivalent measurement from qualifying speeds. Some slight variance (+5, -5) is in most cases acceptable.

If the lead car loses drift, goes off line or reduces speed too drastically in comparison to that particular driver's qualifying speeds and the chase car hits the lead car, the lead car will in most cases be deemed at fault for the contact. It is each individual judge's job to ascertain fault.

There may be circumstances where the lead car is not at fault for the contact, but this will be left to each individual judge to ascertain.

B) CHASE CAR:

The chase car is required at all times to follow and chase the lead car. The driver of the chase car is encouraged to know the approximate speed of the lead car through the entire course. If the chase car makes contact, in most cases that driver will be deemed at fault for the contact unless otherwise noted. Contact known as "rubbing" is acceptable, however the chase car cannot affect the lead car where loss of drift or loss of line occurs.

C) DAMAGE DUE TO CONTACT:

Once contact is made and damage occurs to either vehicle, the Judges using majority rule will ascertain fault. If damage due to contact occurs, both drivers have a right to have their spotter/team director enact a "COMPETITION TIME OUT." A Competition Timeout is five (5) minutes in duration. It is expected that in most cases damaged vehicles can be repaired in this time frame.

In some cases, damage sustained to the vehicles may require more time to repair. At this point ONLY the vehicle not at fault may ask for additional time. (NOTE: This does not prevent teams' ability to call a Competition Timeout for other purposes). In the spirit of time and the show, the CoC/COMPETITION DIRECTOR also reserves the right to continue the competition with the outstanding head-to-head matches of that particular round. The CoC/COMPETITION DIRECTOR will re-assess the vehicle between subsequent head-to-head match ups or even at the end of the round.

In most cases the NDC will encourage teams and drivers to finish the head-to-head match-up, but there will be cases where vehicles may not be able to be repaired or contact happened on the last run of a head-to-head in which case the judges can make a call on the winner of the match.

If a team cannot repair their vehicle and the team was also not at fault during the incident, a NDC official will verify that indeed the car is not repairable in time for the next round and declare the driver the winner of the match. The driver may move onto the next round or if the damage is too extreme, may exit from the competition.

D) If both the lead vehicle and the chase vehicle wreck on the first run of a matchup and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the higher of the two qualifying scores. If both the lead vehicle and the chase vehicle wreck on the second run of a matchup and are unable to continue due to excessive damage, and no driver is deemed at fault (i.e. both driver's wreck independently of each other), the winner is determined based on the scoring of the first run of the matchup.

7.4 TANDEM ELIMINATIONS

Three Judges will observe both runs during a head-to-head battle. There will be no declaration of scores between the two runs. At the conclusion of the head to head battle each judge will individually declare a winner. Judges are allowed to converse but are not permitted to show their written winner to any other judge. Judge separation devices may be used. Judges will select from three options:

- Driver 'A' wins
- Driver 'B' wins
- One More Time – OMT

The majority will rule and a winner will be decided. In the event there is no clear majority, a 'One More Time', will be granted, and the competitors will begin another 2-run head-to-head battle. ***A single 'One-More-Time' may be necessary to determine a winner; 1 (one) x OMT will be allowed whereupon if a winner cannot be determined, the driver with the highest qualifying points will be declared the winner.***

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
1	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	Driver B	

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
2	Judge 1	Driver A	Driver A
	Judge 2	Driver A	
	Judge 3	One More Time	

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
3	Judge 1	Driver A	One More Time
	Judge 2	One More Time	
	Judge 3	One More Time	

<i>Scenario</i>	<i>Decisions</i>		<i>Winner</i>
4	Judge 1	Driver A	One More Time
	Judge 2	Driver B	
	Judge 3	One More Time	

All judging is done from the on top of the judging stand. If a clipping point is not visible from the judging stand, a flag system or a closed-circuit TV may be used to communicate whether a driver properly scores the clipping point.

7.5 SPOTTERS

A spotter stand will be placed in a comparable area to the judge's stand to give team spotters a similar viewing perspective as the judges. During Tandem Battle, the designated team spotter is required in the spotter stand. If a spotter is not assigned, a team may appoint another team's spotter to represent their driver.

7.6 COMPETITION TIME OUT

To maintain safety in the competition, during tandem competition runs only, teams may call for a Competition Timeout to make any necessary repairs or to change debedded or punctured tyres. Competition Timeout's are not allowed for Practice or Qualifying. Competition Timeout's are not to be used for strategic purposes. Only the designated team representative will be allowed to request the Competition Timeout, and it must be made through a CoC/COMPETITION DIRECTORS.

Only the CoC/COMPETITION DIRECTORS may grant a Competition Timeout. Team will not be granted a Competition Timeout if it is believed to be unwarranted. Competition Timeout's are allowed for a maximum of five (5) minutes and are to be administered by the CoC/COMPETITION DIRECTORS. If a Competition Time Out is chosen to be used during tandem battles for tyre change purposes; the driver will be deducted 7 (seven) championship points.

Further to this, you can only call a five-minute rule once you have passed the pace cone on the **first** run of a battle. The battle must be 'live' to use it. *If you try to call it on the start line, you will forfeit that run.*

Competitors who fail to make the necessary repairs the allotted time limits will be disqualified from the competition and forfeit to the opposing driver. Teams may only use one (1) Competition Timeout throughout the competition. Additional and concurrent Competition Timeout requests are not allowed unless cited in other sections of these rules.

Competition Timeout repairs must be completed either trackside or in the pre-grid or hot grid and at times as designated by the CoC in the pit.

7.7 VEHICLE SERVICING DURING TANDEM

Competitor vehicles cannot be serviced by their crew between the first and second runs of a tandem round. This includes tyre changes, tyre pressure adjustments, suspension adjustments, fueling, cool-down, etc.

HORSEPOWER RULE - when a driver arrives to the start line for his or her battle, they are not allowed to change tyres until a winner is decided. They must complete the battles, including the additional runs (OMT – max 1) if called for, on one set of tyres. If a driver de-beads or punctures a tyre, they must use their five-minute rule or forfeit the battle.

7.8 TOP 16/32 FORMAT

16/32 drivers will compete in single elimination head-to-head battles and win his/her way through a standard 16/32-Driver bracket. Tandem rounds are based on two (2) runs in Head-to-Head format, with competitors paired up based on their rank determined by qualifying. The higher ranked driver leads the first run and lower ranked driver leading the second run.

8 COMPETITION PROCEDURES

8.1 GENERAL

Drifting is a driving technique in which a driver breaks the rear wheels out of a gripping position and counter-steers the vehicle around a course. Generally, the line is designated by markers on the course that are comprised of inner clipping points and outer zones.

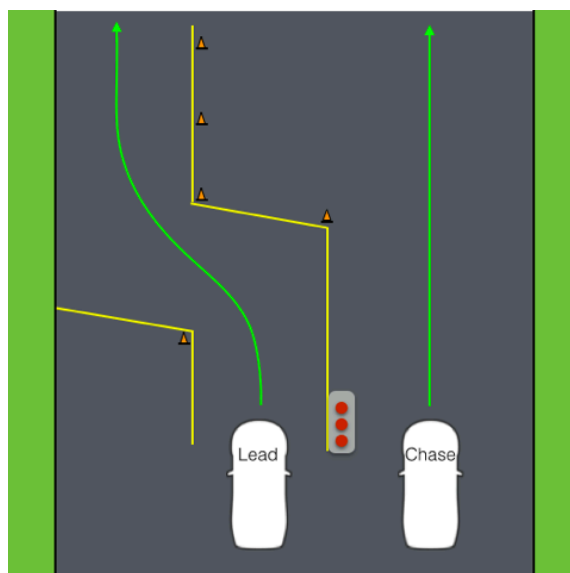
The NDC consists of a scheduled number of two-day meets or Series “Rounds” in which drivers compete in a single elimination bracket of “head-to-head” battles. Drivers first qualify individually to ascertain where they will be positioned into a bracket that then determines the “head-to-head” battles.

Head-to-head runs are judged and based on a number of pre-determined criteria with the winner moving into the next level of the bracket. Points and standings are awarded based on finishing rank and cumulative season points will determine the championship order.

8.2. START LINE PROCEDURE

The start line is situated at the beginning of the course and is often marked by the “START GRID”. It is the official starting point of each qualifying run and tandem battle. There is a start light that is activated by the start line official, which signals when the vehicle(s) can leave the start line.

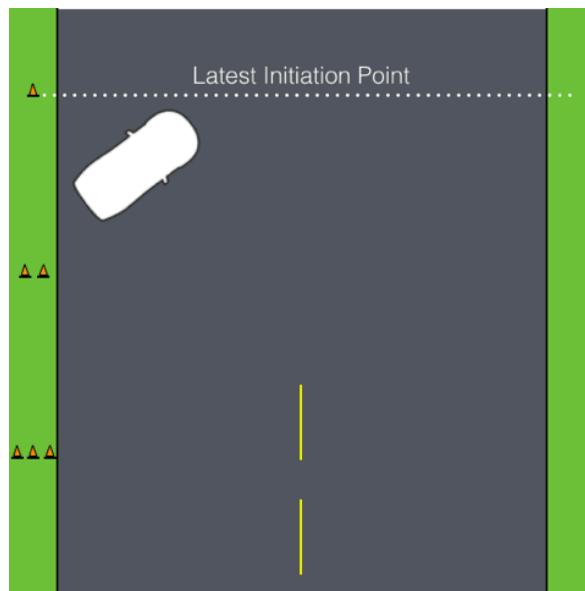
During both qualifying and tandem battles, there may be a chicane (Figure 1) that is designed to require the lead driver to lift off the throttle momentarily after leaving the start line. This chicane is in place to slow the lead driver down off the line and allow the chase driver to maintain proximity down the straight away leading up to initiation. It is outlined with cones to make it visible to all drivers. If the lead driver hits one or more cones within the chicane during a tandem battle, the battle will be halted and restarted via a flagger or restart light posted trackside prior to initiation. The location of the flagger or restart light will be discussed during the driver’s meetings prior to competition.



During tandem, if the lead driver hits one or more cones out of their position, in anyway on the first start, there will be a restart. If the lead driver hits one or more cones on the second start, there will be a restart. If the lead driver hits one or more cones on the third start, the lead driver will be given an automatic INCOMPLETE. Judges or Officials may call a restart based on criteria discussed in the drivers meeting.

8.3 INITIATION

During both qualifying and tandem the vehicle must be sideways as it passes the single standing cone in the “3, 2, 1” cone sequence placed trackside. (Figure 2) For the additional Tandem procedure see TANDEM INITIATION PROCEDURE



8.4 QUALIFYING FORMAT

Drivers will complete two non-consecutive runs on the course in reverse order of current rank in the Championship.

9 PACE ZONE

A Pace cone, or pace box (startline), will be placed on the starting or straightway to keep the Tandem Battles fair and close together. Each Pace Zone/Pace Box will be specified during the driver's meetings. The Pace Cone will generally be placed at the point where a low-horsepower car would exit second gear.

The Pace Zone/Pace Box is generally used to control high-horsepower cars and to aid low-horsepower cars in building up speed and stay close to the lead car. The cars are to be no more than one (1) car length apart before passing the pace cone/box. After clearing the pace cone, either car may open up, full throttle into the first entry point.

If the lead car does not allow for a proper clearing of the pace zone, 2 points will be deducted from that run. The NDC may assign a dedicated OFFICIAL to monitor the pace zone/box if necessary. The Pacezone/box may also be used by any driver should the start be deemed a jumpstart or unfair gain during startline courtesy and due starting procedure/s (eg. Startlight failure, oil on startgrid causing excessive slip etc); the anomaly will be duly adjudicated by the CoC/COMPETITION DIRECTOR.

10 POINTS – NDC 2026 FORMAT

The 2026 NDC will consist of 3-4 rounds and will start in March 2026 and end in November 2026.

2026 Points Format - Qualifying

QUALIFYING POINTS		TANDEM POINTS	
1ST	20	WINNER	100
2ND	18	2ND	90
3RD	16	3RD	80
4TH	14	4TH	70
5TH - 6TH	12	GREAT 8	60
7TH - 8TH	10	SUPA 16	55
9TH - 12TH	8	TOP 32	30
13TH - 16TH	6	All competitors drift qualifying	15
17TH - 24TH	4	All competitors crossing the line	5
25TH - 32ND	2		

Should the series end in a tie, the winner will be determined by which driver has the most wins. Should they have the same number of wins they redo a battle for the series. Winner takes all at that event.

At anytime the NDC are able to change from Top 16 - Top 32 format depending on the timing of the event. Top 32 format will be run predominantly over 2 x day format events depending on entrants and Co-companion event schedules.

11 DATA AQUISITION

This section reserved for future use

12 INSURANCE SUMMARY

See MSA (Motorsport South Africa) website and Insurance profile

13 RADIOS

The Race Operations frequency is ?.

All teams are required to monitor this frequency at all times. Please refer to Section 4.

14 MISCELLANEOUS

Pit Spaces – NDC:

All teams will be allotted, approximately, a 6m x 6m pit space. In the case that the venue is limited on space, new competitors will receive a temporary pit space in a “holding area” for practice and qualifying. Final pit spaces for teams will only be assigned to teams who have qualified to compete on the event day. Those who do not qualify to compete on event day must park their trailers in the general parking area due to limited venue and pit space.

Pit Spaces – Team Drift:

Each competition vehicle will be provided with a 6mx6m (estimated) pit/display space within the NDC Team Drift pit/display compound per event. There is a maximum of 3 vehicles per team per event. Within each vehicle’s pit/display space, the team is able to “decorate” the space upon approval from NDC. Each driver will be provided 4 credentials per event...

15 CONVERSION CHART

Unit	Calculation
1 inch (in)	25.4 mm = 2.54 cm
1 millimeter (mm)	0.03937 in
1 foot (ft)	304.8 mm = 30.48 cm 1 centimeter = 0.3937 in
1 yard (yd)	914.4 mm = 91.44 cm 1 meter = 39.37 in
1 mile (mi)	5280 ft. = 1.60934 km 1 kilometer = 0.62137 mi
1 cubic inch (c.i.)	16.387 cubic centimeters (cc)
1 cubic centimeter (cc)	0.061 cubic inch
1 liter (l)	1000 cc = 61.0255 cubic inch
1 liter (l)	0.264 US gallons = 1.0568 qt
1 US gal (gal)	4 US qts = 231.18 cubic inches = 3.785 liters
1 ounce (oz)	28.35 grams
1 pound (lb)	16 ounces = 453.592 grams
1 kilogram (kg)	1000 grams = 2.2046 pounds
1 mile per hour (mph)	1.467 feet per second
miles per hour (mph)	0.62137 x kilometers per hour
kilometers per hour (kmh)	1.60934 x miles per hour
Degrees F	Fahrenheit – 32 x .555 = degrees Celsius
Degrees C	Celsius x 1.8 + 32 = degrees Fahrenheit
PSI	psi x .069 = bars
BAR	bars x 14.5 = psi
Ft. Lbs.	foot pounds x 1.355 = Newton meters (Nm)
Water (Weight)	8.34 pounds per US gallon
Gasoline (Weight)	6.2 pounds per US gallon
Methanol (Weight)	6.75 pounds per US gallon
Engine displacement	bore x bore x stroke x .7854 x no. of cylinders
Brake horsepower (BHP)	$\frac{\text{RPM} \times \text{torque (in lbs-ft)}}{5250}$
MPH	$\frac{\text{RPM} \times \text{tire diameter (in inches)}}{\text{gear ratio} \times 336}$
Lap Speed	$\frac{\text{track length (miles)} \times 3600}{\text{lap time(seconds)}} = \text{MPH}$
Avg. Speed	$\frac{\text{track length (miles)} \times 3600 \times \text{no. of laps}}{\text{total time (seconds)}} = \text{MPH}$

WISHING YOU LUCK IN YOUR 2026 NDC SEASON!