



SADRAG

NATIONAL CHALLENGE



2023 SPORTING STANDING SUPPLEMENTARY REGULATIONS

VERSION 2

REFERENCE: 162947/144

23 MARCH 2023

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these National Challenge Regulations must be submitted to the Controllers (MSA National Drag Racing 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.

AMENDMENT RECORD

Modified Rule Number	Date Applicable	Date of Publication	Clarifications
SSR 6.1.1	17.03.2023	23.03.2023	Regulation amendment
SSR 6.2	17.03.2023	23.03.2023	Regulation amendment
SSR 6.2	17.03.2023	23.03.2023	Deleted

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All qualifying events shall be held under the 2023 General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport SA (MSA), these National Challenge Regulations, the event Supplementary Regulations (SR's) issued by the organisers and promoters and any applicable Circulars issued by MSA.

1. CONTROLLER(S)

The controllers of the championship will be the Motorsport South Africa (herein referred to as MSA) National Drag Racing Working Group. All national challenge rounds will be run under the auspices of:

The Organizers shall be the organisations listed below and the promoters of the challenge shall be Gas Magazine (Pty) Ltd, hereinafter referred to as the "Promotor"

- 011 Street Society (011SS)
- KZN Drag Racing Club (KZNDRC)
- Algoa Motorsport Club (AMSC)
- Western Province Motor Club (WPMC),

in consultation with the relevant circuits/racetracks and will hereinafter be referred to as the "Organisers"

2. VENUE(S)

All challenge rounds will be held at:

- Midvaal Raceway
- Dezzi Raceway
- Aldo Scribante Raceway
- Killarney International Raceway,

hereinafter referred to as the "Venues"

3. AIM OF THE NATIONAL CHALLENGE

To declare the overall South African National Challenge, Drag Racing Driver's & Rider's Winner, to announce the winners of the various classes and an overall Driver and Rider Challenge Winner.

4. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2023

5. ELIGIBILITY OF DRIVERS / RIDERS

- 5.1. The National Challenge shall be open to all drivers / riders who hold a minimum of a current valid Drag Car or Drag Motorcycle Racing competition licence as issued by MSA and who are domiciled in the Republic of South Africa.
- 5.2. Invite drivers are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship. All competitors MUST comply with MSA National Safety Regulations applicable to Drag Racing

6. ELIGIBILITY OF VEHICLES / MOTORCYCLES (CATEGORY AND CLASS)

6.1. VEHICLE CATEGORY - The drag cars and motorcycles are categorised as per following car and bike categories for the National Challenge Competition events. NB. Vehicles categories are necessary to govern the applicable construction and safety requirements of the respective vehicle and may not necessarily have a bearing or influence in the class the vehicle is entered under in competition. *All competitors MUST comply with MSA National Safety Regulations applicable to Drag Racing that are available on www.motorsport.co.za.

6.1.1. STREET CAR CATEGORY - the minimum (fastest) dial-in time accepted is 9.00 seconds and the maximum (slowest) dial-in accepted is **>13.99 14.99** seconds. Any vehicles running quicker than 9.00 seconds, regardless of whether they comply with the "STREET CAR" category regulations, will be classified as "MODIFIED" cars due to various safety reasons. **Refer to the MSA National Technical Drag Racing Standing Supplementary Regulations of 2023 for detail in terms of vehicle safety requirements and specifications.**

Super Pro Street (SPS)	Minimum Dial-in 9.000 seconds. Maximum Dial-in 9.999 seconds
Pro Street (PS)	Minimum Dial-in 10.000 seconds. Maximum Dial-in 11.999 seconds
Street (ST)	Minimum Dial-in 12.000 seconds. Maximum Dial in >13.999 14.999 seconds

Table 1

6.1.2. MODIFIED CATEGORY - the minimum (fastest) dial-in time accepted is 7.000 seconds and the maximum (slowest) dial-in accepted is >13.999 second

Modified Race (MR):	Minimum Dial-in 7.000 seconds. Maximum Dial-in >13.999 seconds
Modified Street (MS):	Minimum Dial-in 9.000 seconds. Maximum Dial-in >13.999 seconds

Table 2

6.1.3. BIKES CATEGORY - the minimum (fastest) dial-in time accepted is 7.000 seconds and the maximum (slowest) dial-in accepted is >13.999 seconds

Open (O)	Minimum Dial-in 7.000 seconds. Maximum Dial-in >13.999 seconds
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Table 3

6.2. VEHICLE CLASS: The drag racing cars and motorcycles are divided into classes as per the time brackets listed below:

Class A	Any car with an ET between 7.000 – 7.499 seconds Any car with an ET between 14.000 – 14.999 seconds
Class B	Any car with an ET between 7.500 – 7.999 seconds Any car with an ET between 13.000 – 13.999 seconds
Class C	Any car with an ET between 8.000 – 8.499 seconds Any car with an ET between 12.000 – 12.999 seconds
Class D	Any car with an ET between 8.500 – 8.999 seconds Any car with an ET between 11.000 – 11.999 seconds
Class E	Any car with an ET between 9.000 – 9.499 seconds Any car with an ET between 10.500 – 10.999 seconds
Class F	Any car with an ET between 9.500 – 9.999 seconds Any car with an ET between 10.000 – 10.499 seconds
Class G	Any car with an ET between 10.000 – 10.499 seconds Any car with an ET between 9.500 – 9.999 seconds
Class H	Any car with an ET between 10.500 – 10.999 seconds Any car with an ET between 9.000 – 9.499 seconds
Class I	Any car with an ET between 11.000 – 11.499 seconds Any car with an ET between 8.000 – 8.999 seconds
Class J	Any car with an ET between 11.500 – 11.999 seconds Any car with an ET less than (<) 7.999 seconds
Class K	Any car with an ET between 12.000 – 12.999 seconds Any motorcycle with an ET greater than (>) 9.500 seconds
Class L	Any car with an ET between 13.000 – 13.999 seconds Any motorcycle with an ET less than (<) 9.499 seconds
Class N	Any car with an ET > 13.999 seconds
Class O	Any car with an ET 7.000 to > 13.999 seconds

Table 4

**If the circuit is not suitable, these classes of vehicles will be restricted to solo runs over a quarter (1/4) mile and can only race heads-up over an eighth (1/8) mile. The determination of whether vehicles in class H – J will run heads up or solo over an eighth (1/8) and quarter (1/4) mile will be made by the respective circuit based on the ET above and terminal/exit speed of the vehicle and specified in the respective national challenge, regional or club SSRs. These determinations are subject to approval by the National Safety Panel.*

***There are no restrictions on vehicles in a certain category only being limited to certain classes/brackets. All categories of vehicles are permitted to enter any class, accept when a Street Car exceeds the ET and terminal speed threshold specified in the MSA National Technical Drag Racing Standing Supplementary Regulations of 2023, at which time restrictions will apply in terms of track safety and the vehicles safety requirements and specifications.*

7. ENTRY TO EVENTS AND CLASS NOMINATION

7.1. Entrants are required to nominate the class that they will be competing upon application to enter an event. If an entrant is unsure or unaware of the class that the vehicle will fall into the entrant must contact the event organiser prior to submission of the entry form and fee.

- 7.2. If the entrant incorrectly nominates the class and it is discovered on race day that the vehicle is not compliant with the class that was nominated, the vehicle will be moved to the correct class by the Clerk of the Course on advice from the Technical Consultant or Scrutineer for the duration of the event.

8. **COMPETITION FORMAT (RACE DAY PROCEDURE)**

- 8.1. **DAILY IN** – On race day, all vehicles will head up to the start line and be permitted dial in/test passes for the morning session of the event, from commencement of the event until the lunch break. All competitors will be allowed 30 minutes from the commencement of the lunch break to move classes.

- 8.2. **MOVEMENT OF CLASS** - *This is only relevant to the first round of the championship.* If a competitor wishes to move the vehicle into a different class, i.e., into a higher or lower ET bracket, the competitor must inform the Clerk of the Course of their intention to do so. The Clerk of the Course will inform the Technical Consultant or Scrutineer of the class change for the respective vehicle and any additional safety checks are at the discretion of the Technical Consultant or Scrutineer.

*NB. That once the class has been moved by the timekeepers and the driver performs a run in the vehicle, the vehicle will not be moved back to the original class for the duration of the season.

- 8.3. **ELIMINATIONS** – Once all the vehicle classifications have been finalised. The timekeepers will pair the vehicles per class using a “**Sportsman’s Ladder**” system, *figure 1*. The vehicles will then head up to the start line for eliminations and do a two-car heads-up drag race down the (1/4) quarter mile or (1/8) eighth mile. The driver that crosses the finish line first, will be deemed the winner of the tie, subject to having not received a red light. Any competitor that receives a red light will be immediately disqualified and will lose the tie. If both competitors “red light” both competitors will be disqualified.

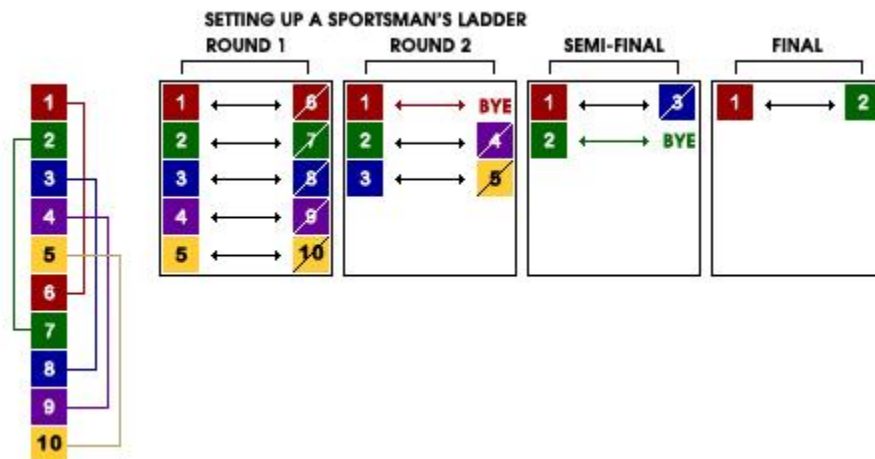


Figure 1

- 8.4. **BREAKOUT RULE** - During eliminations any competitor who records an ET of more than 0.001 seconds faster than the class cut-off Elapsed Time (ET) shown in table 4 and 5, in any of the elimination ties will be immediately disqualified. All breakouts in respect of the respective round of the National challenge will not be carried forward to the following round of the challenge events i.e., all breakouts in Round 1 will not be carried forward into round 2 and so on and so forth.

- 8.5. **CLASS WINNERS** – The overall 1st place winner on the day in any of the respective classes is the competitor that wins every one of their elimination ties. The losing finalist will place 2nd. The losing semi-finalists will place

3rd and 4th respectively. The 3rd place will be awarded to the losing semi-finalist with the faster ET during the elimination ties. If a tie exists with ET, reaction time will be used.

9. FUEL

All cars using Methanol (ME) as a fuel must be clearly labelled and driver must wear fireproof race suit. Any car using a blend of Ethanol (E), it is advisable that the competitor use a fireproof race suit. (*Refer To CR 31, 32 and 58 of the MSA National Technical Drag Racing Standing Supplementary Regulations of 2023*)

10. PARACHUTES

- 10.1. Any car capable of exceeding 260km/h and with four-wheel brakes, TWO parachutes are mandatory.
- 10.2. Any car capable of exceeding 240km/h and with two-wheel brakes, TWO parachutes are mandatory
- 10.3. Any car capable of exceeding 230km/h (and slower than 260km/h) and with four-wheel brakes, a minimum of ONE parachute is mandatory. (Two parachutes recommended)
- 10.4. Any car capable of exceeding 220km/h (and slower than 240km/h) and with rear wheel brake only, a minimum of ONE parachute is mandatory. (Two parachutes recommended)
- 10.5. Notwithstanding 8.1 – 8.5, vehicle and driver minimum safety requirements will be subject to compliance with the “MSA National Technical Drag Racing Standing Supplementary Regulations of 2023”

11. COMPETITION NUMBERS

- 11.1. Motorsport South Africa (MSA), on behalf of the Controllers, shall issue all competition numbers.
- 11.2. Competitor numbers must be retained throughout the challenge year and may not be changed.
- 11.3. The competitor number will be made up as follows:
 - 11.3.1. Vehicle Category – e.g., Super Pro Street (SPS)
 - 11.3.2. Competitor Number – e.g., 8
 - 11.3.3. Vehicle Class – e.g., Class F (F)



Figure 2

The competitor number must be displayed as the figure 1 on both the left and right rear quarters of the car, in white.

12. EVENTS

The events making up the National Challenge are listed on the 2023 MSA Calendar.

13. WITHDRAWAL FROM EVENT

Competitors must notify the Clerk of the Course immediately if withdrawing from the event.

14. POINT SCORING PER CLASS AND OVERALL NATIONAL CHALLENGE WINNER

- 14.1. The winning driver / rider in each class will score 5 points, 2nd place 3 points, 3rd place 2 points and 4th place 1 point. All drivers finishing lower than 4th place will not score any points.
- 14.2. Competing drivers / riders who are ineligible for points accumulation in the challenge competition, will be ignored in the results for the purpose of scoring the challenge but will qualify for trophies on the day.

- 14.3. A competitor may enter more than one vehicle for the day but only one (1) vehicle will score towards the Challenge for the day. The competitor must notify the Clerk of the Course which vehicle will officially compete in the car / bike competition no later than the end of the relevant qualifying period. Failure to declare their selection will result in all the competitor's vehicles being omitted from that competition.
- 14.4. Class Winners - Drivers/riders will accumulate points in the respective classes raced over the four rounds of the National Challenge. The competitor with the most points in a specific class at the end of the season will be deemed the overall winner of the class, the competitor with the second most points and third most points will be placed second (2nd) and third (3rd) in class respectively.
- 14.5. National Challenge Winner - The driver/rider with the most points accumulated over a race season will be declared as the overall National Challenge Winner for the season. A car and bike National Challenge Winner will be declared separately.
- 14.6. Points are awarded to a driver and vehicle (car/bike) combination. The first vehicle is designated as vehicle "A" and the competitor will accumulate points on vehicle "A". If a competitor enters a new vehicle the second will be designated "B" and so on and so forth for additional vehicles. A driver will accumulate points on the designated vehicle used in a race, irrespective of whether the vehicle is in the same class or in a different class. In the calculation of challenge points each designated vehicle will be scored separately, i.e., the points from different designated vehicles will not be added together in the calculation of the overall challenge points. The overall championship points will be scored on each competitor and vehicle combination, therefore the competitor with the most points in one designated vehicle will be deemed the overall championship winner.
- 14.7. There must be a minimum of 6 eligible starters with a MSA Competition licence per round for the combined classes for cars and motorcycles for the respective round to qualify for Regional Championship status.

15. NATIONAL CHALLENGE FORMAT

The National Challenge will generally consist of a minimum of four races (4) for the year.

16. NUMBER OF EVENTS TO COUNT

All scoring races will be used to determine the results of the national challenge.

17. NATIONAL CHALLENGE STATUS

Should less than three (3) rounds be held and scored during the season, the national challenge competition may be declared null and void by the controllers.

18. ANNOUNCEMENT OF POINTS AWARDED

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

19. DECLARATION OF CHALLENGE WINNERS

The MSA National Drag Racing Working Group, at its sole discretion, is responsible for declaring the winner of the National Challenge or to withhold such declaration.

20. FUNCTION OF GAS MOTORSHOW AS PROMOTER

The primary function of Gas Motorshow is promoting the events that make up the four (4) rounds of the national challenge competition. Gas Motorshow will further work closely with all four (4) organisers at the respective circuits to ensure that each round is run in terms of the respective regulations as required by MSA. Gas Motorshow takes full responsibility for organizing and facilitating the end season awards, trophies and cash prizes.

21. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the National Drag Racing Challenge,

the promoters, organisers, competitors, and sponsors should reflect the impact social media has. If a competitor is considered to have brought the promoters, organisers, sponsors of the National Challenge and/or MSA, into disrepute in the opinion of the National Challenge Controllers, they may be subject to a penalty or disqualification from the competition. Additionally, competitors are reminded that MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

22. GENERAL

It is the sole responsibility of all drivers / riders to ensure that their vehicles / motorcycles comply with the technical regulations and all drivers / riders are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.

23. GLOSSARY OF TERMS