



2024

KZN Regional Standing Supplementary Regulations

Drag Racing Championship



Version 1

15 February 2024

Ref: 163221/157

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers 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

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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1. **PREAMBLE**

All race meetings shall be held under the 2024 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Regional (SSR's), the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

2. **CONTROLLERS**

The controllers of the championship will be the Motorsport South Africa (herein referred to as MSA) Kwazulu Natal (KZN) Province Regional Committee. The organizers and promoters of the championship shall be Sporting Committee (herein referred to as SportCom) of the KZN Drag Racing Club (KZNDRC).

3. **VENUE**

All championship rounds will be held at Dezzi Raceway.

4. **CHAMPIONSHIP STATUS**

This competition will run under "Regional" Status in 2024.

5. **CHAMPIONSHIP EVENTS**

The events making up the Championship are listed on the 2024 MSA Calendar.

6. **AIM OF THE CHAMPIONSHIP**

To declare the overall 2024 KwaZulu Natal Regional Drag Racing Driver's & Rider's Champions and to announce the winners of the various classes.

7. **VALIDITY OF THE REGULATIONS**

Applicable for the calendar year of 2024

8. **ELIGIBILITY OF CARS / MOTORCYCLES (CLASS RACING)**

8.1 Competitors vehicles competing in the championship shall comply with the General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and the Supplementary Regulations issued by the KZNDRC.

8.2 **Nomination of Class** - The driver or rider of the car or motorcycle will nominate a class as per the time brackets listed below, irrespective of the fact of whether the vehicles are front or rear wheel drive, state of tune, body (full street trim or stripped) and tyres (street tyres, DOT approved tyres or full slicks). Once the cars are classified, they will head up to the start line and do a two-vehicle heads-up drag race down 400 meters.

8.3 **Movement of Class** - If a driver/rider wishes to move from any of the lower time bracket classes in pursuit of a personal best or record time during the event, the driver must inform the Clerk of the Course of their intention to do so before performing a run. Any additional safety checks are at the discretion of the Technical Consultant or Chief Scrutineer.

Note 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 that event.

8.4 **Breakout Rule:**

8.4.1 A driver who records a time of more than 0.001 seconds faster than the class cut-off Elapsed Time (ET) shown in 6.4.1 and 6.4.2, in either qualifying and or any races, on the day of the event will be promoted and placed in an appropriate class according to the ET recorded. On the day of the breakout, the competitor will score points in his promoted class only.

8.4.2 All breakouts in respect of the respective round of the championship will not be carried forward to the following round of the championship events i.e. all breakouts in Round 1 will not be carried forward into round 2 and so on and so forth.

8.5 **Competition Classes** - The classes of competition are determined by bracket times as follows:

8.5.1 Car with a Quarter (¼) Mile ET

Class	Designation	ET ¼ mile
Extreme Competition (Extreme Comp)	A	(<) 7.999 seconds
Pro Competition (Pro Comp)	B	8.000 – 8.499 seconds
	C	8.500 – 8.999 seconds
	D	9.000 – 9.499 seconds
Super Competition (Super Comp)	E	9.500 – 9.999 seconds
	F	10.000 – 10.499 seconds
	G	10.500 – 10.999 seconds
Super Street	H	11.000 – 11.999 seconds
	I	12.000 – 12.999 seconds
Street	J	13.000 – 13.999 seconds

8.5.2 Any Car with an Eighth (1/8) Mile ET

Class	Designation	ET ¼ mile	ET 1/8 Mile
Extreme Competition (Extreme Comp)	A	(<) 7.999 seconds	(<) 5.02
Pro Competition (Pro Comp)	B	8.000 – 8.499 seconds	5.020 – 5.350 seconds
	C	8.500 – 8.999 seconds	5.351 – 5,670 seconds
	D	9.000 – 9.499 seconds	5,671 – 6.000 seconds
Super Competition (Super Comp)	E	9.500 – 9.999 seconds	6.001 – 6.330 seconds

8.6 Any vehicle running a time faster than a 9.99 will be informed by the Clerk of the Course of the day and further participation will be limited to solo runs based on safety thereafter. The Clerk of the Course to declare according to entries and track safety which competitors perform solo runs.

8.6.1 Any Motorcycle with a Quarter (¼) Mile ET

Class	Designation	ET ¼ mile
Street Bikes	K	(>) 9.500 seconds
Professional Bikes (Pro Bikes)	B	(<) 9.499 seconds

8.7 Vehicle Categories

The following are car categories for Regional Championship events to be held at venues graded and approved for competition by MSA. Minimum age must be in compliance with SSR 1 and maximum age up to 31 December of the year of the competitor's 18th birthday.

Vehicle categories will have no bearing or limitation in terms of the class that a vehicle will be permitted to compete in. Vehicle categories will only be used to impose the minimum safety requirements. For example, a True Street Category vehicle can run in the same class as a Modified Category vehicle, i.e. ET between 13.000 – 13.999 but the vehicle safety requirements for the modified vehicle and true street vehicle will vary as per the category requirements. ET and exit speed of a vehicle irrespective of class will determine the requirement for a parachute as per **CR53**.

8.7.1 Car

Category	Designation
True Street	<p>This category will apply to all foreign and domestic Original Equipment Manufacturer (OEM) production type automobiles, and SUVs and LDVs. All vehicles must be street driven and drivers must carry a valid South African vehicle registration and licensing certificate (disc). For a vehicle to be categorized in the True Street Car Category, the vehicle must pass all stipulations of the South African National Road Traffic Act 93 of 1996 and retain all OEM safety features, therefore making it legal to operate on a public road.</p> <p>This category will restrict the Elapsed Time (ET) of participating true street vehicles as follows:</p> <ul style="list-style-type: none"> - 2014 – Current OEM model-year production (EURO NCAP 5 RATED) enclosed vehicles are permitted to run no quicker than 9.000 second-quarter mile (*5.65 eighth mile) and/or faster than 240 kph, without the need for a roll-cage. - 2008 – 2013 OEM model-year production (EURO NCAP 5 RATED) enclosed vehicles are permitted to run no quicker than a 10.000 second-quarter mile (*6.40 eighth mile) and/or no faster than 216 kph, without the need for a roll-cage. - Pre 2008 OEM model-year production enclosed vehicles are permitted to run no quicker than a 12.000 second-quarter mile (*7.70 eighth mile) and/or no faster than 190 kph, without the need for a roll-cage. - Convertibles quicker than 13.499 seconds-quarter mile (*8.25 eighth mile) and T-tops quicker than a 11.499 second-quarter mile (*7.35 eighth mile) must meet the rollbar and roll-cage requirements.
Modified Car - Modified Street Car - Modified Race Car	<p>This category will apply to all four wheeled moderately, and highly modified production model vehicles and professionally modified vehicles designed only for drag racing. For modified production bodies the basic standard appearance is maintained, engine, driveline, chassis etc., may be altered, modified, as outlined in the category requirements. These vehicles would typically not be able to pass all stipulations of the South African National Road Traffic Act 93 of 1996 and would not retain all OEM safety features, thus would not be legal to drive on a public road.</p>

N.B. The above table represents a brief description of the vehicle categories permitted in competition, but all vehicles must comply with the category stipulations detailed in:

- **SC1 – SC31,**
- **MS1 – MS32**
- **MR1 – MR45**

Of the MSA National Technical Standing Supplementary Regulations 2024.

8.7.2 Motorcycle

Category	Designation
Street Bikes	This category will apply to all foreign and domestic Original Equipment Manufacturer (OEM) production type motorcycles. All motorcycles must be street driven and drivers must carry a valid South African vehicle registration and licensing certificate (disc). For a motorcycle to be categorized in the Street Bike Category, the motorcycle must pass all stipulations of the South African National Road Traffic Act 93 of 1996 and retain all OEM safety features, therefore making it legal to operate on a public road.
- Supersport Shootout - Superbike Elimination - Pro-Street Bikes - Top Bike - Quads	This category will apply to all two wheeled moderately , and highly modified production model vehicles and professionally modified vehicles designed only for drag racing. For modified production bodies the basic standard appearance is maintained, engine, driveline, chassis etc., may be altered, modified, as outlined in the category requirements. These motorcycles would typically not be able to pass all stipulations of the South African National Road Traffic Act 93 of 1996 and would not retain all OEM safety features, thus would not be legal to drive on a public road.

N.B. The above table represents a brief description of the vehicle categories permitted in competition, but all vehicles must comply with the category stipulations detailed in

- **SS1 – SS25**
- **SB1 – SB24**
- **PS1 – PS23**
- **TB1 – TB11**
- **Q1 – Q18**

Of the MSA National Technical Standing Supplementary Regulations 2024.

9. **ELIGIBILITY OF DRIVERS / RIDERS**

- 9.1. The Championship is open to competitors from all regions under the jurisdiction of MSA as permitted in GCR 60, however KwaZulu Natal Regional colours only apply to competitors domiciled in Kwazulu-Natal.
- 9.2. Invitation drivers are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship.
- 9.3. All competitors MUST comply with MSA National Technical Standing Supplementary Regulations regarding safety applicable to drag racing, that are available on www.motorsport.co.za.
- 9.4. All competitors must hold a minimum of a current valid Drag Racing Car or Drag Racing Motorcycle competition licence as issued by MSA.

10. **ENTRY TO EVENTS AND CLASS NOMINATION**

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.

11. **COMPETITION NUMBERS**

- 11.1. KZN Drag Racing Club (KZNDRC), on behalf of the Controllers, shall issue all competition numbers.
- 11.2. Competition numbers must be retained throughout the championship year and may not be changed.

12. POINT SCORING PER CLASS AND OVERALL CHAMPIONSHIP

- 12.1. **The minimum number of starters in a class will be 4 vehicles.** If there are less than 4 vehicles in any specific class, that class will not be scored in terms of the championship, but competitors will qualify for prizes on the day.
- 12.2. The prizes on the day will be handed to 1st, 2nd, and 3rd place finishers in the respective classes, subject to compliance with 12.1.
- 12.3. A competitor may enter more than one vehicle for the day however the competitor must notify the Clerk of the Course which vehicle will officially compete in the championship 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 the respective event. Only 1 (one) vehicle will score towards that championship for the day's points tallies.
- 12.4. The winner of a class will be determined from the fastest ET of the day, then points will be awarded from 1st to 10th position depending on how many competitors have entered in the respective class.
- 12.5. Points are awarded to a driver/rider and vehicle combination. If a driver/rider substitutes a vehicle between events that vehicle will be issued with a new number and scored separately, i.e. points accumulated in the 2nd vehicle will not be added to points accumulated in the 1st vehicle.
- 12.6. The winning driver / rider in each class will score 10 points, 2nd place 9 points, 3rd place 8 points and so on until 10th place which will score 1 point. All drivers finishing lower than 10th place will not score any points.

Position	Points
1 st	10
2 nd	9
3 rd	8
4 th	7
5 th	6
6 th	5
7 th	4
8 th	3
9 th	2
10 th	1

- 12.7. In order to be classified as a finisher, the car / motorcycle must have completed not less than three (3) official timed runs.
- 12.8. Competing drivers / riders who are ineligible for the championship, will be ignored in the results for the purpose of scoring the championship but will qualify for trophies on the day.
- 12.9. In the awarding of class and championship and winners, a competitor will not be classified as a class winner or overall championship winner if the average number finishers do not meet the minimum requirement of 4 finishers for the respective class in which the competitor has participated.
- 12.10. Class Winners - Drivers/riders will accumulate points in the respective classes raced over the race season. A driver can accumulate points in different classes, but the driver with the most points in a specific class at the end of the season will be deemed the overall winner of the class, the driver with the second most points and third most points will be placed second (2nd) and third (3rd) in class respectively.
- 12.11. Separation of Ties - If at the conclusion of the season if a tie exists (for the top 3), it shall be resolved as follows. If after step one is followed a tie still remains, additional steps are to be followed until a tie is broken:

- 12.11.1. Driver with most event (with same status where tie exists) wins. (Depending in which class the points are tied.)
- 12.11.2. Driver with most Runner-ups (with same status where tie exists) finishes. (Depending in which class the points are tied.)
- 12.11.3. Driver with most 3rd place (with same status where tie exists) finishes. (Depending in which class the points are tied.)
- 12.11.4. Should the tie still exist, the driver with the best overall reaction time for the season. (Depending in which class the points are tied.)
- 12.11.5. Should the tie still exist, the driver with the best average reaction time, calculated by averaging the driver's best reaction time from each round that wins the title. (Depending in which class the points are tied.)

12.12. Regional Champion - The driver/rider with the most points accumulated over a race season will be declared as the overall Regional Champion for the season. The respective driver/rider can accumulate points in multiple classes over the duration of the season, but in order to be classified as overall Regional Champion the driver/rider must have been classified as the overall class winner in at least one class of competition.

13. TIME (FASTEST ET CLASS RACING)

Fastest time set on the day must be backed up with a second time within 1% of fastest time if not second fastest time will count for class results.

14. WITHDRAWAL FROM EVENT

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

15. CHAMPIONSHIP FORMAT

- a. The Championship will comprise of eight (8) rounds, with six (6) to count towards the Championship.*
- b. Every competitor will be required to drop his/her race with the lowest points at the end of the season, notwithstanding the number of races he/she competed in.*
- c. Competitors must at least start an event to use the event as a dropped race.*
- d. Should a competitor for any reason be excluded from an event by way of penalty imposed, such event may not be used as a dropped race.*

16. ANNOUNCEMENT OF POINTS AWARDED

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

17. DECLARATION OF CHAMPIONS

The MSA KwaZulu Natal Regional Committee, at its sole discretion, is responsible for declaring the winner of the Championship or to withhold such declaration.

18. FUNCTION OF KZN DRAG RACING CLUB AS ORGANISER

The primary function of the "KZNDRC" is organizing and promoting the events that make up the championships. The "KZNDRC" takes full responsibility for organizing and facilitating the end of year prize giving and trophies.

19. BURNOUTS

Only 2 non-stationary burnouts will be permitted. Any damage to track surface will be for the competitor's account. Stationary burnouts are limited to the dedicated burnout box/area.

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

21. GENERAL

- 21.1. 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.
- 21.2. No regulation is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 21.3. If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The MSA GCR's or SSR's, as applicable, will then apply.
- 21.4. The Controllers reserve the right to amend these SSR's at their discretion but may not amend these SSR's in a manner that it contradicts or conflicts with the MSA Drag Racing National Technical Standing Supplementary Regulations 2024. Any recommendations to amend the rules by the sub section committee will only become effective when proposed by the WPMC Sportcom, then approved by the MSA National Drag Racing Working Group and published in an official MSA Circular.
- 21.5. All and any notice or circulars in respect of this championship will be notified to all competitors in an electronic format (email or similar). Any notice or circular will be notified no less than 7 (seven) days prior to any race meeting. The onus is on the Competitor to ensure that he has familiarized himself with such a notice.