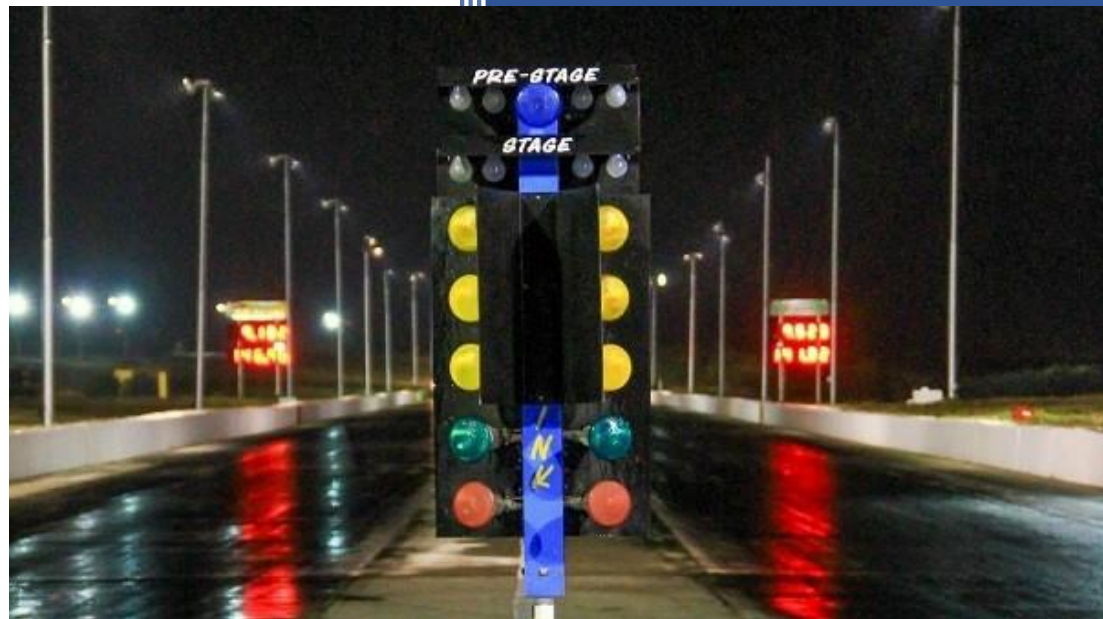




2024

Club Standing Supplementary Regulations Tarlton Motorsport Club (TMSC)



Version 1

13 February 2024

Ref: 163215/144

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 Club (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 CLUB DRAG CHALLENGE events will be the Tarlton Motorsport Club (TMSC). The organizers and promoters of the CLUB DRAG CHALLENGE events shall be the Tarlton Motorsport Club (TMSC).

3. VENUE

All CLUB DRAG CHALLENGE EVENTS will be held at Tarlton International Raceway.

4. DRAG CHALLENGE EVENT STATUS

This DRAG CHALLENGE EVENT will run under "Club" Status in 2024.

5. DRAG CHALLENGE EVENTS

The events making up the CLUB DRAG CHALLENGE are listed on the 2024 MSA Calendar.

6. AIM OF THE DRAG CHALLENGE EVENTS

SOCIAL Drag racing

7. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2024

8. ELIGIBILITY OF CARS / MOTORCYCLES (CLASS RACING)

8.1. **Rules** - 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 TMSC.

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 8.5.1 and 8.5.2, 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	ET ¼ Mile	Dial In	Maximum Handicap
Extreme Competition (Extreme Comp)	6.000 – 8.000 seconds	MIN 5.90 – MAX 7.90	1.0 second
Pro Competition (Pro Comp)	8.000 – 9.500 seconds	MIN 7.90 – MAX 9.70	1.5 seconds
Super Competition (Super Comp)	9.500 – 11.000 seconds	MIN 9.30 – MAX 11.30	2.0 seconds
Super Street	11.000 – 12.500 seconds	MIN 10.70 – MAX 12.70	2.0 seconds
True Street	12.500 – 15.000 seconds	MIN 12.10 – MAX 15.50	2.5 seconds

8.5.2. Motorcycle with a Quarter (¼) Mile ET

Class	ET ¼ Mile	Dial In	Maximum Handicap
Professional Bike (Pro Bike)	7.000 – 8.999 seconds	MIN 6.90 – MAX 9.20	1.5 seconds
Street Bike	9.000 – 10.999 seconds	MIN 8.90 – MAX 11.00	2.0 seconds

8.6. Vehicle Categories

The following are car categories for Club DRAG CHALLENGE events to be held at venues graded and approved for competition by MSA.

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**.

8.6.1. Car

Category	Designation
True Street	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>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.
<p>Modified Car</p> <ul style="list-style-type: none"> - 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>

NB: 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 and MR1 – MR45 of the MSA National Technical Standing Supplementary Regulations 2024.

8.6.2. Motorcycle

Category	Designation
Street Bikes	This category will apply to all foreign and domestic Original Equipment Manufacturer (OEM) production type motorcycles. All motorcycles must be street driven and 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.
<ul style="list-style-type: none"> - Supersport Shootout - Superbike Elimination - Pro-Street Bike - 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.

NB: 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 and Q1 – Q18 of the MSA National Technical Standing Supplementary Regulations 2024.

9. ELIGIBILITY OF DRIVERS / RIDERS

9.1. The CLUB DRAG CHALLENGE Event is open to all paid up members of good standing of the TMSC.

9.2. 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.

9.3. 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. Tarlton Motorsport Club (TMSC), on behalf of the Controllers, shall issue all competition numbers.

11.2. Competition numbers will be issued with reference to TMSC membership number and will be retained throughout all CLUB DRAG CHALLENGE EVENTS and may not be changed.

12. COMPETITION FORMAT

The event will consist of 6 rounds. (2 x Qualifying, 4 Competition)

Round 1 Qualifying - Heads-up per class

Round 2 Qualifying - Heads-up per class

PAIRING **Ranked by best ET from Round 1 and Round 2 (Even field). All odd numbers out**

Round 3 **Eliminations** - HANDICAP racing for ALL Qualifiers evenly paired

PAIRING **Winners from Round 3 (6 / 8(max) competitors advances to round 4)**
OR
Winners from Round 3 (TOP 4 competitors advances to round 5)

Round 4 **Quarter Final** - HANDICAP racing for top 6/8 winners of Round 3

PAIRING **Winners from Round 3 or 4 (TOP 4)**

Round 5 **Semi-Final** - HANDICAP racing top 4 ALL CLASSES

PAIRING **Winners from Round 5 together for 1st and 2nd PLACE**
Losers from Round 5 together for 3rd PLACE

Round 6 **Finals** - HANDICAP racing for TOP 3 IN CLASS

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. FUNCTION OF TMSC AS ORGANISER

The primary function of the "TMSC" is organizing and promoting the drag challenge events.

16. BURNOUTS

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

17. 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, TMSC, its drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or TMSC 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.

18. GENERAL

18.1. 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.

18.2. 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.

18.3. 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.

18.4. 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 TMC Sportcom, then approved by the MSA National Drag Racing Working Group and published in an official MSA Circular.

18.5. 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.

