



# SADRAG NATIONALS



## 2024 Sporting Standing Supplementary Regulations

VERSION 1

REFERENCE: 163242/157

DATE: 01 MARCH 2024

## REVIEW AND AMENDMENTS

ANY proposed / desired changes to these National Championship 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 Publication	of Clarifications

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

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

- 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"

3. **VENUE**

All championship rounds will be held at the following venues as follows:

- Round 1 - Midvaal Raceway
- Round 2 - Dezzi Raceway
- Round 3 - Aldo Scribante Raceway
- Round 4 - Killarney International Raceway,

4. **CHAMPIONSHIP STATUS**

This competition will run under "National Championship" 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 South African National Drag Racing Driver and Rider Champion, and to announce the winners of the various classes.

7. **VALIDITY OF THE REGULATIONS**

Applicable to 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 event organisers.
- 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 season.**

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 seconds

**Table 1**

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

**Table 2**

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

**Table 3**



## 8.7. Vehicle Categories

The following are car categories for National, Regional and Club 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 18<sup>th</sup> 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"> <li>- <b>2014 – Current OEM model-year production (EURO NCAP 5 RATED)</b> 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.</li> <li>- <b>2008 – 2013 OEM model-year production (EURO NCAP 5 RATED)</b> 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.</li> <li>- <b>Pre 2008 OEM model-year production</b> 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.</li> <li>- <b>Convertibles quicker than 13.499</b> 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.</li> </ul>
Modified Car - Modified Street Car - Modified Race Car	<p>This category will apply to all four wheeled <b>moderately</b>, and <b>highly</b> 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>

*Table 4*

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 <b>moderately</b> , and <b>highly</b> 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.

**Table 5**

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 all paid up members of good standing of the:
  - 9.1.1. Algoa Motorsport Club (AMSC)
  - 9.1.2. KZN Drag Racing Club (KZNDRC)
  - 9.1.3. Tarlton Motorsport Club
  - 9.1.4. Western Province Motor Club (WPMC)
- 9.2. Competitors are only eligible to score points from the time that they became members of good standing of the clubs listed above, or any rag racing club that is affiliated to MSA.
- 9.3. Invitation drivers will be invited for exhibition purposes at the discretion of the organisers to race but will not be eligible for trophies on the day or to score points in the championship.
- 9.4. 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](http://www.motorsport.co.za).
- 9.5. All competitors must hold a minimum of a current valid National Drag Racing Car or Drag Racing Motorcycle competition licence as issued by MSA.

## **10. ENTRY TO EVENTS & 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. Motorsport South Africa (MSA), on behalf of the Controllers, shall issue all competition numbers.
- 11.2. Competitor numbers must be retained throughout the championship year and may not be changed.
- 11.3. The competitor number will be made up as follows:
  - 11.3.1. Vehicle Class – e.g., Super Street (SS)
  - 11.3.2. Competitor Number – e.g., 8
  - 11.3.3. Vehicle Class Designation – e.g. (H)



## **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 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place finishers in the respective classes, subject to compliance with 12.1.
- 12.3. A competitor may NOT enter more than one vehicle for the day in any round of the championship.
- 12.4. The winner of a class will be determined from elimination rounds using a Sportsman's Ladder. The winner of the final will finish in 1<sup>st</sup> place and the losing finalist will finish in 2<sup>nd</sup> place. The two losing semi-finalists will race heads up to determine 3<sup>rd</sup> and 4<sup>th</sup> place. The winner of this tie will finish 3<sup>rd</sup> and the loser will finish in 4<sup>th</sup> position/place.
- 12.5. Vehicle Substitutions – A competitor is allowed 1 vehicle substitution for the season on the following terms and conditions:
  - 12.5.1. The competitor must make an official application for vehicle substitution to the Clerk of the Course and acceptance of the substitution is not automatic. The original vehicle will be designated A and the substituted vehicle B.
  - 12.5.2. A vehicle cannot be substituted at an event after the final entry list has been distributed i.e. a competitor cannot pass scrutineering or participate in official qualifying, have a vehicle problem, and then apply for a substitution. Vehicle substitutions can only be applied for between championship rounds.
  - 12.5.3. Vehicle substitutions will only be considered if vehicle A that was used in the championship was damaged to an extent that it is no longer safe to operate or cannot be practically repaired prior to the commencement of official qualifying in the subsequent round.
  - 12.5.4. The vehicle B must compete in the same class as the vehicle A and run the same average ET.
  - 12.5.5. After vehicle A is substituted to vehicle B the competitor may not revert to vehicle A for the duration of the championship / competition
  - 12.5.6. Vehicle B will be issued with a new race number, but the competitor will be permitted to accumulate points earned in both vehicle A and vehicle B.



12.6. The winning driver / rider in each class will score 5 points, 2<sup>nd</sup> place 3 points, 3<sup>rd</sup> place 2 points and 4<sup>th</sup> place 1 point.

Position	Points
1 <sup>st</sup>	5
2 <sup>nd</sup>	3
3 <sup>rd</sup>	2
4 <sup>th</sup>	1

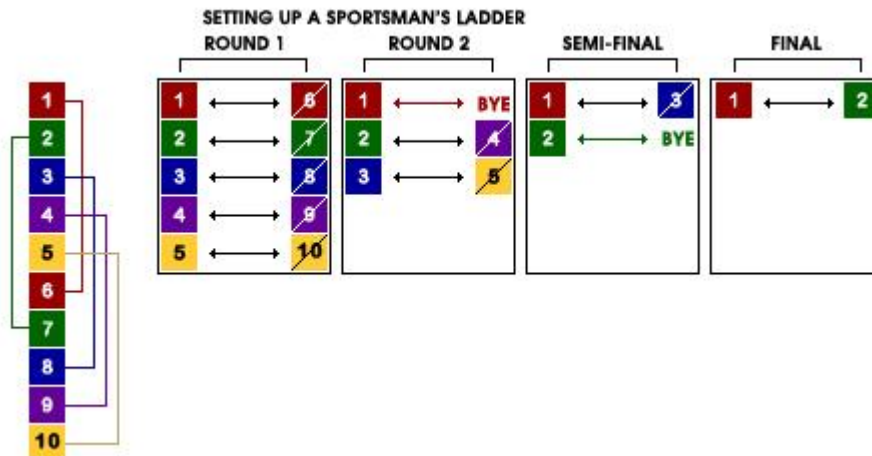
*Table 6*

12.7. All competitors must complete at least one run during official qualifying, i.e. the vehicle must break the start line and finish line beam under its own power to be considered for pairing in the elimination rounds.

12.8. Qualifying times will be established by competitors in the time allocated according to the timetable contained in the SRs for the event.

12.9. Should a competitor fail to “dial in”, he/she will be ranked at the bottom of the class.

12.10. **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.



12.11. Lane choice (DB 11.3.2) is determined by elapsed time. The driver with the better qualifying position gets first-round lane choice, and in subsequent rounds, the lane choice goes to the driver with the lowest elapsed time (in relation to his/her dial in.) from the previous round. If there is a tie to the thousandth, speed is not the determining factor – the first contestant posting the time will take precedence.

12.12. Bye runs (DR 6) - Bye runs are compulsory.

12.13. 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.

12.14. Class Winners - Drivers/riders will accumulate points in the respective classes raced over the race season. A driver can only accumulate points in one class, therefore the driver/rider 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 (2<sup>nd</sup>) and third (3<sup>rd</sup>) in class respectively.

- 12.15. 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:
- 12.15.1. Driver with most event (with same status where tie exists) wins. (Depending in which class the points are tied.)
  - 12.15.2. Driver with most Runner-ups (with same status where tie exists) finishes. (Depending in which class the points are tied.)
  - 12.15.3. Driver with most 3<sup>rd</sup> place (with same status where tie exists) finishes. (Depending in which class the points are tied.)
  - 12.15.4. Should the tie still exist, the driver with the best overall reaction time for the season. (Depending in which class the points are tied.)
  - 12.15.5. 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.)
- 12.16. National Champion - The driver/rider with the most points accumulated over a race season will be declared as the overall National Car and Motorcycle Champion for the season.

### **13. 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 1,2 and 3, in any of the elimination ties will be immediately disqualified. All breakouts in respect of the respective round of the National 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.

### **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**

The Championship will generally consist of a minimum of four (4) rounds for the year.

### **16. NUMBER OF EVENTS TO COUNT**

All scoring events will be used to determine the results of the championship. In terms of GCR 234 (ii) "For series to be concluded and a champion declared, at least 50% (rounded up) plus one of the events originally inscribed must have taken place and been scored" Therefore in the context of the WPMC Drag Racing Club Championship should less than three (3) rounds be held and scored during the season, the championship may be declared null and void by the Controllers.

### **17. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each event will be available on the Motorsport SA website ([www.motorsport.co.za](http://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.

### **18. DECLARATION OF CHAMPIONS**

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

### **19. FUNCTION OF 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 championship. Gas Motorshow will further work closely with all three (3) 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.

## **20. BURNOUTS**

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

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

## **22. GENERAL**

- 22.1. 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.
- 22.2. 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.
- 22.3. 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.
- 22.4. 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.
- 22.5. 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.