



2022

## Club Standing Supplementary Regulations

### AMSC Drag Racing Championship



Version 1

1 January 2022

Ref: 162608/144

## 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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All race meetings shall be held under the 2022 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

**1. CONTROLLERS**

The controllers of the championship will be the Algoa Motor Sport Club (herein referred to as AMSC). All championship events will be run under the auspices of AMSC, in consultation with the car association. The organizers and promoters of the championship shall be AMSC.

**2. VENUE**

All championship rounds will be held at Aldo Scribante Raceway.

**3. AIM OF THE CHAMPIONSHIP**

To declare the overall AMSC Club Drag Racing Driver's & Rider's Champions and to announce the winners of the various classes.

**4. VALIDITY OF THE REGULATIONS**

Applicable for the calendar year of 2022.

**5. ELIGIBILITY OF DRIVERS / RIDERS**

5.1. The Club Championship is open to:

5.1.1. Paid up members of good standing of the AMSC; and who are

5.1.2. Holders of a valid MSA Club, Regional or National competition licence valid for Drag Racing; and who are

5.1.3. Paid up members of the AMSC Drag Racing Facet, as applicable.

5.2. Competitors are only eligible to score points from the time that they became members of good standing of the AMSC and the Drag Racing Facet

5.3. 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.

5.4. All competitors MUST comply with MSA National Safety Regulations applicable to Drag Racing.

**6. ELIGIBILITY OF VEHICLES / MOTORCYCLES (CLASS RACING)**

6.1. The street, drag cars and motorcycles are divided into classes 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-car heads-up drag race down 400 meters. All competitors MUST comply with MSA National Safety Regulations applicable to Drag Racing that are available on [www.motorsport.co.za](http://www.motorsport.co.za).

6.2. 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 Technical Consultant or Scrutineer and 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 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 that event.**

6.3. Breakout Rule:

6.3.1. A driver who records a time of more than 0.1 seconds faster than the class cut-off Elapsed Time (ET) shown in 6.3.1 and 6.3.2, 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;

6.3.2. 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 be not be carried forward into round 2 and so on and so forth.

6.4. The classes of competition are determined by bracket times as follows

6.4.1. Cars:

Class Cars	Time Bracket (seconds)
SF	> 13.999
SD	13.000 – 13.999
SS	12.000 – 12.999
MS	11.500 – 11.999
SE	11.000 – 11.499
PS	10.500 – 10.999
CE	10.000 – 10.499
SC	9.500 – 9.999
CA	9.000 – 9.499
CC	< 9.000

6.4.2. Motorcycles:

Class Bikes	Time Bracket (seconds)
MSS	> 10.000
MSB	9.000 – 9.999
MO	< 9.000

6.5 **Full Street trim means:** full interior, lights, glass, bumpers, etc. However, if a vehicle has a half roll cage, then no rear seat is necessary.

6.6 **Stripped Vehicle means:** no interior, only 1 driver’s seat, lightened, no exhaust system, no lights, plexi-glass windows, etc.

6.7 The use of DOT approved tyres and full slicks and permitted in all classes.

6.8 **Forced Induction means:** Turbo, Supercharger, Nitrous

6.9 Gloves, long sleeve shirt and a helmet are a pre-requisite for every driver, when a vehicle is in full street trim, but if a vehicle is altered or is faster than the prescribed ET in the MSA Drag Racing Regulations, then the driver/rider must comply with the minimum requirements prescribed in the regulations.

6.10 Any car capable of exceeding 260km/h and with four-wheel brakes, TWO parachutes are mandatory.

6.11 Any car capable of exceeding 240km/h and with two-wheel brakes, TWO parachutes are Mandatory.

6.12 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)

6.13 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).

**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 COC for the duration of the event.

**8. COMPETITION NUMBERS**

8.1 Algoa Motor Sport Club (AMSC), on behalf of the Controllers, shall issue all competition numbers.

8.2 Competition numbers must be retained throughout the championship year and may not be changed.

**9. CHAMPIONSHIP EVENTS**

The events making up the Championship are listed on the 2022 MSA Calendar.

**10. WITHDRAWAL FROM EVENT**

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

**11. POINT SCORING PER CLASS AND OVERALL CHAMPIONSHIP**

11.1. The winning driver / rider in each class will score 10 points, 2<sup>nd</sup> place 9 points, 3<sup>rd</sup> place 8 points and so on until 10<sup>th</sup> place which will score 1 point. All drivers finishing lower than 10<sup>th</sup> place will not score any points.

11.2. In order to be classified as a finisher, the car / motorcycle must have completed not less than three (3) official timed runs.

11.3. 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.

11.4. A competitor may enter more than one vehicle for the day but only one (1) vehicle will score towards the Championship 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.

11.5. 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.

11.6. Club 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.

11.7 There must be a minimum of 6 eligible starters for the combined classes for cars and motorcycles respectively for the race meeting to qualify for Championship status.

**12. CHAMPIONSHIP FORMAT**

The Championship will generally consist of a minimum of six races (6) for the year.

**13. NUMBER OF EVENTS TO COUNT**

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

**14. CHAMPIONSHIP STATUS**

Should less than three (3) qualifying races be held and scored during the season, the championship may be declared null and void by the Controllers.

**15. SEPERATION OF TIES (CLASS RACING)**

Any ties will be in favour of the competitor having fastest time in that respective class, backed up by a second run within 1% of the fastest time. If this fails, the greater number of seconds fastest times will count, then third fastest, and so on. If the tie remains, performance in all championship events will be taken into consideration and if this is ineffective, the COC will declare the winner on any basis they deem fit.

**16. 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.

**17. DECLARATION OF CHAMPIONS**

The MANCOM, at its sole discretion, is responsible for declaring the winner of the Championship or to withhold such declaration.

**18. FUNCTION OF ALGOA MOTOR SPORT CLUB AS ORGANISER**

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

**19. FUEL**

All cars using any percentage of Ethanol (E) or Methanol (ME) must be clearly labelled and the driver must wear fire proof race suit.

**20. TIME (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.

**21. BURNOUTS**

Only 2 non-stationary burnouts will be permitted. Any damage to track surface will be for the competitors account.

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

**23. 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.