



2022

Club Standing Supplementary Regulations

WPMC Drag Racing Championship



Version 1

1 January 2022

Ref: 162682/144

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>

INDEX:

1. CONTROLLERS
2. AIM OF THE CHAMPIONSHIP
3. VALIDITY OF THE REGULATIONS
4. REGULATIONS
5. ELIGIBILITY OF DRIVERS/RIDERS
6. CHAMPIONSHIP EVENTS
7. WITHDRAWAL FROM EVENT
8. POINT SCORING
9. CLASSES
10. NUMBER OF EVENTS TO COUNT
11. SEPARATION OF TIES
12. ANNOUNCEMENT OF POINTS AWARDED
13. DECLARATION OF CHAMPION
14. MINIMUM WEIGHT RULE
15. NOISE LIMITATIONS
16. AWARDS
17. SOCIAL MEDIA

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 Sporting Committee of the Western Province Motor Club (herein referred to as Sportcom), who have delegated the management, control and day to day running to the Drag Section Committee.

2. AIM OF THE CHAMPIONSHIP

2.1 To declare a WPMC Drag Section Club Car / Motorcycle Drag Racing Champion.

2.2 This is a Club status championship.

2.3 The aim of the championship will be to declare a Western Province Motor Club Drag Racing Champion for 2022 and class champions as applicable.

2.4 The Controllers, in its sole discretion, is responsible for declaring the winner of each championship or to withhold such declaration.

3. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2022.

4. REGULATIONS

4.1 All qualifying races will be held under these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the event Supplementary Regulations (SR's) issued by the WPMC.

4.2 No rule 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.

4.3 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.

4.4 The Controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the sub section committee will only become effective when approved by the WPMC Sportcom and published in an official MSA Circular.

4.5 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.

4.6 any motor vehicle running a time faster than a 9.99 will be informed by the COC of the day and further Participation will be single runs based on safety thereafter. COC on the event to declare according entries and track safety who does single runs.

5. ELIGIBILITY OF DRIVERS/RIDERS

5.1 The Championship is open to:

- a) Paid up members of good standing of the WPMC; and who are

- b) Holders of a valid MSA competition licence valid for Drag Racing; and who are
 - c) Paid up members of the drag sub section, as applicable.
- 5.2 Competitors are only eligible to score points from the time that they became members of good standing of the WPMC and the sub section.
- 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 Vehicles competing in the championship shall comply with these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.
- 5.5 All competitors MUST comply with MSA National Safety Regulations applicable to Drag Racing.

6. **CHAMPIONSHIP EVENTS**

All Drag Races held by the WPMC, and listed as a WPMC Club Championship qualifying race(s) in the SR's, will be deemed to be qualifying races. Should less than 4 qualifying races be held, the championship will be declared null and void.

7. **WITHDRAWAL FROM EVENT**

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

8. **POINT SCORING**

8.1 Points will be scored for each race as follows:

<u>Car bracket competition</u>		<u>Motorcycle bracket competition</u>	
1st	- 8 points	1st	- 8 points
2nd	- 6 points	2nd	- 6 points
3rd	- 4 points	3rd	- 4 points
4th	- 2 points	4th	- 2 point

- 8.2 The minimum number of starters shall be 12 cars and 6 bikes at any race meeting. Otherwise the race/races on the day shall not be scored. The number of starters is determined at the start of the first round of the first competition of the event.
- 8.3 A competitor's score per race meeting shall consist of any points obtained in either the motor vehicle or motorcycle classes.
- 8.4 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 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 be omitted from that competition. Only 1 (one) vehicle will score towards that championship for the day's points tallies.
- a) Qualifying times will be established by competitors in the time allocated according to the timetable contained in the SR's for the event.
 - b) All competitors must "dial" in as per the timetable in the SR's for the event. Should a competitor choose not to take part in the bracket racing, he/she should indicate this fact on the "dial in" sheet next to his/her name and competition number. Should a competitor fail to "dial in", he/she will automatically be dialled in on their quickest qualifying time. Should they not have set a qualifying time, then they will automatically be dialled in on the class record applicable to their particular class.

- c) Competitors may not “dial in” more than 2% slower than their quickest qualifying time. Competitors may, however, “dial in” quicker than their quickest qualifying time, e.g., quickest qualifying time 15.00 seconds, then the slowest “dial in”, time permissible is 15.30 seconds.
- d) During the competition, the competitor with the quickest elapsed time as established during official qualifying has lane choice.
- e) Qualifying times as established during official qualifying will be used to pair the competitors.
- f) Maximum of 32 qualifiers will be eligible for the competition.
- g) If there is 32 or more Qualifiers in Competition then the field will be split. In order to determine the fields for competitions Qualifying times must be arranged from the quickest to slowest (e.t). Should there be an uneven number of competitors; the Pro Class will have the larger field. (Bracket racing is split into Pro and Semi Pro in order to minimise the danger due to speed differences between the fastest and slowest competitors). Maximum of 32 cars will be allowed for bracket competition.
- h) Because of the ladder / elimination system used in drag racing, there are normally two 3rd, place finishers. These two competitors must run off against one another to determine a 3rd and 4th place, so that points can be allocated accordingly.
- i) Because of the pairing system used in drag racing, it is possible for a competitor to receive a bye run. It is not compulsory to run the bye. It is, however, compulsory to run the bye in the final. Should a competitor elect to run when he/she has received a bye, they automatically win. They cannot lose against themselves even though they may red light, cross the centre line or break out. Should the competitor choose not to run the bye, then he must notify the CoC before the end of that round of competition or he will be excluded immediately.
- j) For record setting refer to DR 12.6, this applies to national records. And can only apply at National events.
- k) Should two or more competitors qualifying with the same E.T., their second highest e.t will be used to determine the higher qualifying.
- l) Points are always allocated to the competitor and not to the vehicle.
- m) To be classified as a starter, the vehicle must be able to stage under its own power, receive the start signal (green light) and launch.
- o) In order to score points the vehicle must be able to stage under its own power, receive the start signal (green light) and launch in the round relevant to the points. This will not apply in the event of an official bye run (ref. item i).
- p) Disqualification from a run in order of severity. Number one being the worst infraction.
 - i) Failure to report to the start line.
 - ii) Crossing of or touching the centre line.
 - iii) Red light start.
 - iv) Breaking out (Bracket Racing)
 E.g. Should both competitors red light, the competitor who red lighted first will be disqualified. Should both competitors break out in bracket racing, the competitor who breaks out by the lesser time will be declared the winner of the round. Should one competitor red light and the other cross the line, the competitor who red lighted is the winner of that round.
- q) Only one competitor may enter per vehicle for either the heads-up or the bracket competition.

9. **CLASSES**

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

- 4A - 4 Cylinder normal aspirated
- 4S - 4 Cylinder turbo / supercharged PLUS nitrous
- 6A - 6 Cylinder normal aspirated
- 6S - 6 Cylinder turbo / supercharged PLUS nitrous
- 8A - 8 Cylinder normal aspirated
- 8S - 8 Cylinder turbo / supercharged PLUS nitrous

** The above are for vehicles in street trim, i.e. full interior, lights, glass, bumpers, etc. However, if a vehicle has a half roll cage then no rear seat is necessary.

** Tyres are OPEN (i.e. full slicks are allowed in all classes).

OA - Outlaw A, ALL normal aspirated vehicles

OS - Outlaw S, ALL turbo OR supercharged OR nitrous OR a combination thereof

** These are drag trimmed vehicles, i.e. no interior, lightened, no lights, plexi-glass windows, etc.

SLD - Street Legal Drag Class (social non-championship class – cars only)

** The above are for vehicles in street trim, i.e. full interior, lights, glass, bumpers, etc.

** Tyres must be road legal.

MA - Motorcycles (Exhibition) any non-conforming bike to MB or MC class.

MB - Motorcycles (Pro) SB spec Class bikes

MC - Motorcycles (Street) SS spec class bikes

MQ - Quads

10. **NUMBER OF EVENTS TO COUNT**

All races run and scoring towards the Championship will be counted in determining the final positions. Should less than four (4) bracket competition events be held, the championship will be declared null and void.

11. **SEPARATION OF TIES**

Any ties will be in favour of the competitor having the greater number of firsts. If this fails, the greater number of seconds will count, then thirds, and so on. If the tie still remains, performance in all championship events will be taken into consideration and if this is ineffective, the WPMC Drag Section will declare the winner on any basis it deems fit.

12. **ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each qualifying event will be available at the WPMC office at Killarney on the second Monday following the event, and any objections concerning the scoring, must be received by the office, in writing, not later than the Friday following the Monday on which the scoring became available. WPMC Drag Section reserves the right to correct clerical errors at any time.

13. **DECLARATION OF CHAMPION**

The Controllers at its sole discretion is responsible for declaring the winner of the Bracket Championship or to withhold such declaration. Only valid **2022** WPMC members will score to the overall championship standings.

14. MINIMUM WEIGHT RULE

- 14.1 Just a reminder that ALL track owners / promoters and officials need to be reminded of the Minimum Weight rule is effective from 01st January 2012. Records can only be broken on National status events.
- 14.2 As per CR 83, weighing facilities are required at ALL events (irrespective of the event status) in order for ALL Classes to be weighed, not ONLY when records are broken.
- 14.3 This rule needs to be applied consistently at ALL Drag Racing (Permanent, Temporary and Airstrips) events to ensure that the vehicles are eligible to compete in Drag events as per the minimum weight rule as per CR 83. Appointed MSA Officials is to ensure that this rule is applied during scrutineering.
- 14.4 Once the vehicle has been weighed, the driver is to declare the weight (Car & Driver) on the entry forms / scrutineering and going forward spot checks are to be performed as and when required. However, weighing facilities MUST be available at all times during an event and at ALL events.

CR 83. WEIGHT

- 83.1 All weights are applicable after a vehicle has completed a run and must include driver.**
- 83.2 All Drag Racing venues (when and where applicable) must have available for the duration of a race meeting, a suitable weighing facility in accordance with the requirements of the Drag Racing Commission.**
- 83.2.1 Current certification and/or assisting certificate(s) must be present with the promoters.**
- 83.2.2 Suitable test weigh/s must be available.**
- 83.2.3 The scale/s present on the day shall at the discretion of the Clerk of Course be deemed correct.**
- 83.2.4 The weighing and measuring devices used by the event officials shall be the standards that will determine a vehicle's compliance with the rules.**
- 83.2.5 It is the onus of the competitor to ensure that his/her vehicle is weighed by officials if/when applicable to ensure their vehicle complies with the correct weights as laid out in the MSA Drag Racing Handbook for the current year e.g.:**
- **After every record-breaking run,**
 - **To class a vehicle when necessary prior to the start of the days racing and**
 - **Prior to first round of eliminations if a competitor has dialled on the record.**

MINIMUM WEIGHTS: refer to MSA rule book guidelines and amended weights.

15. NOISE LIMITATIONS

The circuit has an obligation to the local environment and the noise restrictions will be enforced as laid out in the (SR's). Any vehicle in breach will be asked to leave the competition and the organisers have the right to refuse such from the official entry on the day in question. The organiser's decision is final.

16. AWARDS

The awards on the day will be handed to 1st, 2nd and 3rd place competitors in the Pro Brackets, Semi Pro & Motorcycle Brackets. This may change subject to minimum number of entries received.

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, 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 Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport SA 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.