



APPENDIX A

REGULATIONS AND SPECIFICATIONS FOR THE 2025 WESTERN PROVINCE MOTOR CLUB DRAG RACING BRACKET RACING CHAMPIONSHIP

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 Racing Committee.

2. AIM OF THE CHAMPIONSHIP

To declare a WPMC Drag Section Bracket Racing Car and Motorcycle Drag Racing Champion.

3. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2025.

4. REGULATIONS

These standing regulations and the supplementary regulations issued by the Controllers

5. ELIGIBILITY OF DRIVERS

5.1 The Championship will be open to drivers who are members of WPMC.

5.2 Vehicles may be entered in any class within the WPMC Drag racing classes.

The vehicles must comply entirely with the rules of the class that it is entered.

Due to track safety vehicles running under 9.50 seconds will not run side by side and the scoring to be calculated manually.

6. CHAMPIONSHIP EVENTS

6.1 All Drag Race Events held by the WPMC that are classified as a WPMC Club Championship qualifying race(s) in the SR's, will be deemed to be qualifying races.

7. WITHDRAWAL OF EVENT

7.1 Competitors must notify the CoC immediately if withdrawing from the event.

8. POINT SCORING

8.1 Points will be scored for each race as follows:

Bracket Eliminator

1st	-	10 points
2nd	-	8 points
3rd	-	6 points
4th	-	4 points
Quarter final losers	-	2 points
First round losers	-	1 point

8.2 The minimum number of starters shall be 8 Cars or Motorcycles 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 competition of the event.

9. NATURE OF COMPETITION

9.1 The racing eliminations will take place using Bracket racing handicap runs.

9.2 The competition will use a FIA Sportsman ladder format.

9.3 Pairing within a ladder is done by random draw.

9.4 A maximum of 64 entries will be accepted per event selected as per fastest 64 qualifiers.

9.5 Due to safety regarding the speed differences between the fastest and slowest competitors, therefore the passing speed of the faster car, the field is arranged from fastest to slowest qualifying times and then will be split evenly into separate groups to allow a maximum of 16 competitors per group as evenly as possible. Each groups qualifying order will then be randomly sorted for the first round pairing.

- If 8 to 16 qualifiers then 1 ladder (Group 1)
- If 17 to 32 qualifiers then 2 ladders (Groups 1 & 2)
- If 33 to 48 qualifiers then 3 ladders (Groups 1, 2 & 3)
- If 49 to 64 qualifiers then 4 ladder (Groups 1, 2, 3, & 4)

Should there be an uneven number of competitors; the slower group will have the larger field.

9.6 Points will be allocated to each Ladder Group.

10. RULES OF COMPETITION

10.1 A competitor may only enter one vehicle per competition per event.

10.2 Points are awarded to the driver/rider and not the owner or vehicle and can be accumulated from different vehicles over the span of the season.

- 10.3 a) Driver must declare their intention to enter at Drivers Briefing when signing the register by signing the COMPETITION ENTRY LIST.
- b) A minimum of one qualifying run per entrant is required before 12h00 (Subject to change by SR's or CoC).
- c) All competitors must "dial" in as per with the completion officials before arriving on the start line area at the first round of completion. Their dial in time must be written on their LEFT SIDE WINDOW next to their competition number or on the top left corner of their windscreen. Should a competitor fail to "dial in", he/she will automatically be dialled in on their quickest qualifying time.
- d) 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., if the quickest qualifying time is 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) 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.
- f) 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 except for the final in which case the car must stage and receive a start light. 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 of their intention before the end of that round of competition or he will be excluded immediately for failure to report to the Start Line.
- g) Should two or more competitors qualifying with the same E.T., their second highest E.T. will be used to determine the higher qualifying.
- h) Points are always allocated to the competitor and not to the vehicle.
- i) 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.
- j) 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)
- If both competitors are disqualified in a run then the lesser infraction will proceed to the next round.
- 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.

11. ELIMINATION ROUNDS

11.1 It is the driver's responsibility to report to the start line with his vehicle on time for the start of each elimination round. Failure to report to start line will lead to disqualification.

11.2 Although subject to change, by SR's or CoC, the elimination timetable is as follows:

-Round 1	- 13h00
-Quarter Finals	- 14h30
-Semi Finals	- 15h15
-Finals & 3 RD /4 th place	- 16h00

12. NUMBER OF EVENTS TO COUNT

All races run and scoring towards the Championship will be counted in determining the final positions. Should less than 4 qualifying races be held, the championship will be declared null and void.

13. 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.

14. 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.

15. DECLARATION OF A CHAMPION

WPMC Drag Section at its sole discretion is responsible for declaring the winner of the Championship or to withhold such declaration.

16. AMENDMENTS

The controllers reserve the right, without prior notice to introduce new regulations and/or amend existing regulations.