



2025

## Club Standing Supplementary Regulations

### WPMC DRAG RACING



Version 1

1 January 2025

## **REVIEW AND AMENDMENTS**

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Drag Section Committee reserve the right to introduce new Regulations and / or amend existing Regulations subject to the prior approval of Sportcom.

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## 1. PREAMBLE

All race meetings shall be held under the 2025 Western Province Motor Club Regulations

## 2. CONTROLLERS

The Controllers of the Championship will be the Sporting Committee of the Western Province Motor Club (WPMC) (herein referred to as Sportcom), who have delegated the management, control of day to day running to the Drag Section Committee.

## 3. VENUE

All championship rounds will be held at Killarney International Raceway.

## 4. CHAMPIONSHIP STATUS

This competition will run under "Club" Status in 2025.

## 5. 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. See Appendix A and Appendix B

## 6. AIM OF THE CHAMPIONSHIP

To declare the overall 2025 WPMC Drag Section Driver's & Rider's Champions and to announce the winners of the various classes.

## 7. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2025.

## 8. ELIGIBILITY OF CARS / MOTORCYCLES CLASS RACING

8.1. Competitors vehicles competing in the championship shall comply with the guidelines of the MSA National Safety Regulations for Drag Racing and the Supplementary Regulations issued by the WPMC.

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 with that class, 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), 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. **Classes** - The classes are determined by bracket times as follows:

8.5.1. Car with a Quarter (1/4) Mile ET

Designation	ET ¼ mile
A	(<) 7.999 seconds
B	8.000 – 8.499 seconds
C	8.500 – 8.999 seconds
D	9.000 – 9.499 seconds
E	9.500 – 9.999 seconds
F	10.000 – 10.499 seconds
G	10.500 – 10.999 seconds
H	11.000 – 11.999 seconds
I	12.000 – 12.999 seconds
J	13.000 –and slower

#### 8.5.2. Any Car with an Eighth (1/8) Mile ET

Designation	ET ¼ mile	ET 1/8 Mile
A	(<) 7.999 seconds	(<) 5.02
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
E	9.500 – 9.999 seconds	6.001 – 6.330 seconds

#### 8.5.3. Any Motorcycle with a Quarter (¼) Mile ET

Designation	Engine Capacity
SA	950cc and bigger
SB	949cc and smaller
MA	950cc and bigger
MB	949cc and smaller

- 8.6. Any vehicle running a time faster than a 9.5sec, with exception of motorcycles, 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.
- 8.7. Drivers may not be younger than 16 years of age unless compliant and approved by WPMC Sportcom.

### 9. LIGIBILITY OF DRIVERS / RIDERS

**All vehicles MUST follow the guidelines of the MSA National Safety Regulations applicable to Drag Racing.**

- 9.1. The Championship is open to all paid up members of good standing of the WPMC.
- 9.2. Competitors are only eligible to score points from the time that they became members of good standing of the WPMC Drag Section.
- 9.3. Invitation drivers are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship.
- 9.4. All competitors MUST follow the guidelines of the 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 valid RSA Drivers Licence.

### 10. COMPETITION NUMBERS

- 10.1. Western Province Motor Club (WPMC), on behalf of the Controllers, shall issue all competition numbers.

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

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

Refer to Appendix A and Appendix B

**12. WITHDRAWAL FROM EVENT**

Competitors must notify the Clerk of the Course in writing of their intention to withdraw from an event.

**13. ANNOUNCEMENT OF POINTS AWARDED**

Refer to Appendix A and Appendix B

**14. DECLARATION OF CHAMPIONS**

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

**15. FUNCTION OF WESTERN PROVINCE MOTOR CLUB AS ORGANISER**

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

**16. 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.

**17. NOISE LIMITATION**

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.

**18. 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.

**19. GENERAL**

19.1. 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.

19.2. 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.

19.3. 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.

19.4. The Controllers reserve the right to amend these SSR's at their discretion. Any recommendations to amend the rules by the sub section committee will only become effective when approved by the WPMC Sportcom.

19.5. 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.

**20. VOTING**

Only driving members who have competed within the section (Drag Racing) at a minimum two race meetings within the period of the previous AGM and that year's AGM. If applicable, are also paid members of that section and or are members of the standing committee are allowed to vote at the sections yearly AGM.