



2018 NATIONAL STREET BIKE DRAG RACING CHAMPIONSHIP – RND 1 & 2

2018 EP REGIONAL & CLUB DRAG RACING CHAMPIONSHIPS – RND 1

Held under the International Sporting Code of the Federation Internationale L'Automobile (FIA), the International Code of the FIM, the MSA General Competition Rules and Standing Supplementary Regulations as far as they apply to Drag Racing, the Drag Racing Rules, Regulations and Specifications (D.R.R.R.&S), AMSC Club Drag Racing Rules, these Supplementary Regulations, Race Day Rules & any MSA DRAG RACING CIRCULARS OF 2018 .

1. Date of Event:

3rd March 2018

4th March 2018 (Rain Date)

2. Permit Number: **MSA15271 dd 2 February 2018**

3. Status of Event: National, Regional & Club

4. Description of event:

a. National Classes

The event will comprise of a handicap series, run over a number of heats, and the handicap series scored on an Eliminator basis. Competitors will be required to dial-in on the MSA Record or within a maximum of 1% of their best qualifying runs. No records may be established for the Street Eliminator – Super Street and Modified Street. Super Sport Motorcycle class will run heads up racing.

b. Regional & Club Classes

Will be run on a heads-up basis with no handicap

5. Venue Address:

Aldo Scribante Raceway, Coega IDZ, Port Elizabeth.

6. Name of Organiser:

Algoa Motorsport Club

Contact Details of Organiser: Tel: 0419922951
Cell: 0823400396
Email: sparkyb@vodamail.co.za

7. Officials for the day:

Clerk of Course:	Sparky Bright
MSA Steward:	Eric Schultz
Club Steward:	Anton Ehlers
Scrutineer:	Alistair Pringle
Chief Timekeeper:	Ashely Bezuidenhout
Environmental Steward:	Daniel Bright
Event Secretary:	Lynne Bright
Track Manger:	Brian Jerling

Chief Marshall:	Russell Williams
Race Control:	Nico van Heerden
Commentator:	Kevin Futchner
Medical:	Relay

8. Entries:

Entries open immediately and close on the 26th February 2018

Late entries will be accepted up to the start of the event

Entry Fees

MAX FIELD	ENTRY FEE	LATE ENTRY FEE	CLASS / CATEGORY
15	R 800.00	R 900-00	SS-BIKES
15	R 800.00	R 900-00	SB-BIKES
40	R 200.00	R 250-00	CLUB CLASSES

Entries should be sent to:

The Secretary of the Meeting

Tel: 0419922951

Fax: 0865124809

e-mail: sparkyb@vodamail.co.za

Entry forms must be **complete** in all respects.

Direct bank deposits can be made to:

Algoa Motor Sport Club

First National Bank

Account Number:

62318271319

Branch:

Newton Park, Port Elizabeth

Branch Code:

261050

Please ensure that a copy of the deposit slip is faxed to 0865124809 and that this slip reflects the competitor's name, category entered and race number.

9. Event Programme

Saturday 3rd March 2018

08H00 - Gates open

08h30 - Documentation & Scrutineering

10h30 - Drivers Briefing

Description	Time	
Practice for National Competitors/Race for Local competitors	11h00	12h55
National competitor race - Round 1	13h00	14h00
Practice for National Competitors/Race for Local competitors	14h00	15h30
National Competitor race - Round 2	15h30	16h30
Race Local Competitors	16h30	18h00

18h30 - Prize giving

10. MINIMUM / MAXIMUM ENTRIES

Minimum / maximum entries in the first round of competition are as follows:

Minimum:

- SS Bikes = (10) / SB Bikes = (10) If the minimum number of competitors is not met, entries will be accepted but no points will be allocated. Competitors may take part as exhibition vehicles only if time permits.

Maximum:

- The maximum fields listed in these Supplementary Regulations are merely an indication of the amount acceptable per class however race control and the event program are based on the number of entries received by the closing entry date. The organizer reserves the right to accept or refuse late entries at their discretion and or to meet the racing program schedule.

11. COMPETITORS RESPONSIBILITY AND ELIGIBILITY- VEHICLE ELIGIBILITY – FUEL ELIGIBILITY

All Competitors must hold current MSA Competition Licenses, valid for the status of events concerned and endorsed for Drag Racing. All Motorcars and Motorcycles complying with the Drag Racing event. Refer GCR 127 and GCR 227.

Fuel – Refer to MSA Drag Racing Vehicle Construction and General Safety Regulations – CR31

12. LENGTH & RACE DIRECTION

The competition will be contested over the first ¼ Mile (402.336m) of the race track.
Race Direction will be from West to East.

13. START/TIMING

The starting signal will be by means of a “X-MAS TREE” as used in Drag Racing.

National Classes

The starting order will be determined by times established in the Official Qualifying runs.

The different brackets are as follows:

CATEGORIES AND CLASSES : CARS		
SUPERSPORT SHOOTOUT	SS	See MSA Drag Racing Rule Book for detailed specifications.
SUPERBIKES (Slowest Dial-In 13.50 sec)	SB Dial IN	See MSA Drag Racing Rule Book for detailed specifications.

14. RESULTS AND PRIZE GIVING:

Prize Giving will take place on the 1st Floor of the Control Tower.

Trophies will be awarded in the first 3 places overall in each class.

A Trophy will be awarded for the fastest time of the day in cars and motorcycles.

15. PRE-START REQUIREMENTS:

Competitors may not practice or start until:

- a. He or she has completed all formalities at documentation and produced a valid competition license.
- b. His or her vehicle/motorcycle complies with the rules and class if class entered and has passed scrutineering.
- c. Competition numbers and any advertising material have been fixed to the vehicle/motorcycle as required.
- d. An approved helmet, adequate protective clothing to cover arms, legs, feet and body, and gloves for motorcycles are produced. (Sport type and open vehicles, AC Cobra's, etc.) Will only be allowed to race at the discretion of the Clerk of the Course and the scrutineer because of the fact that they do not always comply with the rules.

National Competitors

NOTE: National Competitors may use the club class time slots to practice.

16. PENALTIES:

A Competitor may be disqualified for:

- a. Failing to report to the Start Line on time.
- b. Failing to report to the Tower in respect of a vehicle breakdown before the start of main racing.
- c. Crossing the centre line. (See note on Centre Line).
- d. A Red Light Start.
- e. Breaking out of a bracket. The ideal outcome of any race is to have one winner and one loser. In cases where both are disqualified during the same elimination race, policy is that the first offender is disqualified and the other is reinstated providing the grounds for disqualification were equal for both competitors.
- f. The first of worst rule applied in all circumstances such as in the case where a competitor Red Lights and their opponent breaks out. The red light will be classified as the worst infraction. This will apply for all classes including street classes.
- g. Failure to attend drivers/riders briefing.
- h. Failure to sign attendance register after drivers/riders briefing.
- i. Driver/rider leaving car/bike unattended in the pit lanes.
- j. Depositing foreign matter including debris or oil onto the strip, staging lanes or pits, except in the case where an accident has occurred.

- k. Un-sportsman behaviour.
- l. Driving dangerously.
- m. Driving excessively fast on the return road and pit area. This includes crew vehicles.
- n. Being suspected or seen to be consuming alcohol, regardless of the amount before or during the event.
- o. Behaving in a manner, which could prejudice MSA and the Organizer.
- p. Disregarding a specific instruction from an official.
- q. Competitors who enter their vehicles/bikes in a street class with normal street tyres or dot approved street legal slicks and change these tyres during the course of the day to racing slicks will be disqualified for being unethical.
- r. Record run – failure to report to the Clerk of the Course for post race scrutineering (weight check, engine capacity check & fuel check) or spot checks will be considered and admission of illegality and will be grounds for immediate exclusion from the event and/or suspension from further Drag Racing at any other track for a period of up to 6 months.

17. GENERAL:

- a. No vehicles may be entered more than once in the same event, regardless of intended classing.
- b. No single competitor may participate/enter with 2 (two) or more vehicles in the same category.
- c. Vehicles/Bikes participating in drag racing events must be presentable in appearance at all times.
- d. Under no circumstances may any bike change classes during the course of an event. This is only applicable to the SB Class – SB bikes may compete in SS Class.
- e. Maximum dial in for the SB Class will be 13.50 seconds as per MSA Drag Racing Rule Book.
- f. Classification – the classification of a vehicle entered is the responsibility of the scrutineer as well as the competitor and will be done on the basis of the MSA D.R.R.S. & S. booklet for the current year.

18. BYE RUNS:

These are compulsory and are awarded in progressive sequence, for example, if a field size produces three bye runs, the Top Qualifier would be the first BYE, the number two the second BYE and the number three the third etc. or the person who beat them in the previous round. In situations where a driver is making a single run, he is considered the winner once he stages and received a Green Light.

If a competitor crosses the centre line on a single run, the elapsed time is voided for lane choice determination. "Best Qualifiers" will be determined by the ranking after qualifying, and if a competitor is ranked and cannot participate for any reason, the next ranked

competitor in the same class/category will qualify. During a BYE run the breakout rule does not apply, however, a red light being the worst infraction remains applicable.

19. SOLO RUNS:

If one competitor fails to report to the start line, the other competitor will perform a solo run. This is not a Bye Run; merely the result of a “no show” and the breakout and Red Light rule will apply.

20. EXCLUSION:

Example of grounds for exclusion:

If a driver is excluded for any reason, he cannot be reinstated at any time during the event and will only gain points/remuneration up until and including the round of exclusion/elimination.

21. “FIRST OR WORST” RULE:

The ideal outcome of any race is to have one winner and one loser. In cases where both competitors are guilty of an infraction during the same elimination race, the “First or Worst” rule will apply. The ‘First or Worst’ rule applied in all circumstances such as in the case where a competitor Red Lights, and their opponent breaks out. The red light would be classified as the first/worst infraction.

The “First” ruling applies when both Competitors are guilty of an equal/same infraction.

The “First” offender will be excluded or,

The “Worst” ruling applies when both Competitors are guilty of a Different infraction, then the following order of infraction will apply. The “Worst” offender will be excluded starting from No. 1 as the “Worst”.

22. ORDER OF INFRACTION:

- a. Failing to report to the start line on time.
- b. Starting the run before the “Amber Light” sequence has started (Refer to DB 3.1.4).
- c. Crossing or touching the strip centre line or boundary lines other than leaving the strip intentionally. (In all instances the run is to be aborted and no ET or SPEED will be recorded).
- d. A Red Light start.
- e. Failure to complete run.
- f. Breaking out of the dial-in nomination where applicable.

23. OFFICIAL QUALIFYING:

In order to constitute an official qualifying attempt, all cars/bikes must self-start and self-stage

24. CHANGING CARS/BIKES:

The Clerk of the Course has the option of allowing a driver to change cars/bikes but only under the following conditions:

- a. All previous event times for vehicles to be replaced are voided and vehicle may not be restricted.
- b. Changes must be made and driver must enter and re-qualify during the normal schedule as posted for the event provided the vehicle is in the same class/bracket as the one that is replaced.
- c. No changes are permitted after qualifying has been completed.

25. RECORD RUNS:

Refer to DR12 (MSA DRAG RACING HANDBOOK) and point 34 of the SR's.

26. START LINE AND/OR RESTRICTED AREA ACCESS:

At the discretion of the Clerk of the Course, only Officials, Crew members and MSA Accredited Media (with valid accreditation) are permitted on the start line area on pre-race lanes.

All 'Media' persons must have signed a valid 'indemnity' form issued by event organizer prior to receiving access to any restricted areas and must always adhere to Officials.

27. RE-RUNS:

- a. The track reserves the right to issue a re-run to 2 (two) competitors in the event of a race control error or equipment malfunction due to various reasons, i.e. power failures, etc.
- b. If a dial-in error was made by the Tower and was the cause of the competitor losing with the incorrect dial-in time, both competitors can agree on a re-run, or if both competitors don't agree to a re-run, the winner will be determined by means of a calculation, utilizing correct dial-in times, the difference in handicap, the reaction times and the ET's to establish who was first over the line.
- c. A re-run/calculation will only be agreed to if the competitor concerned has reported the error immediately after the run, before the field progresses to the next round.

28. DIAL- INS:

Class/Category	Minimum Dial-In	Maximum Dial-In
SS-Bikes	N/A	N/A
SB-Bikes	N/A	13.50

No Dial-Ins may be changed once the first round of competition has commenced.

Maximum time of 30 minutes in each category will be allowed for dial-in times to be entered by all competitors after their final qualifying run in that specific category. Failure to do so will result in competitor being dialled in on his/her minimum dial-in if applicable.

29. BREAKOUT RULE:

To prevent competitors from nominating a "soft" dial-in time and then running quicker in competition, a breakout rule is enforced which eliminates a racer running below their nomination. If both competitors breakout the racer who infringes by the largest margin is the loser and the one who infringes by the least is the winner. Points/remuneration will be allotted as if both competitors legitimately won/lost the race concerned. Breakout Rule will

apply even if the competitor dials in on the applicable class record. Should a competitor be eliminated by running faster than his dial in time and he dialled in on the class record, and is in contention for a record, should time permit, the competitor will be allowed 1 (One) backup run.

30. PAIRINGS:

- a. In order to be paired for main eliminations, all competitors must complete at least one official qualifying run. Competitors who fail to acknowledge this rule will not be paired.
- b. If a competitor notifies both his opponent and race control that he is not ready, the pairing can be slotted in at the bottom of the present elimination's round. However, if all races have been completed in the respective elimination round, a bye run, directly after the last pairing, is required by the racer who is ready and his missing opponent is eliminated.
- c. After first round eliminations, if a competitor is deemed a "No Show" due to his vehicle suffering a break down, points/remuneration will be allotted as if he/she had been legitimately knocked out. Competitors running out for 3rd and 4th may not lay claim to 2nd place.
- d. Street Eliminator (Super Street & Modified Street) SS-Bikes, SB Bikes
- e. The above will be paired on fixed SPORTSMAN'S LADDERS. Unless race control has omitted a legitimate competitor from the pairings or has recorded an incorrect class record which would affect the overall outcome of the race, once ladders have been sent down to the start line and fuel store, no team managers or competitors may alter these in any way.

31. BURNOUTS:

- a. Burnouts must be of an UNASSISTED NATURE, i.e. no holding of vehicles under any circumstances at any track. Once again it will be the Chief Start line Marshal's responsibility to police the burnout procedure and to halt any handling of vehicles.
- b. Crossing the Centre line during a burnout is not an automatic exclusion unless such action is deemed by the start line officials to be careless or hazardous to the vehicle in the opposite lane.

32. CROSSING THE CENTRE LINE:

It should be noted that during a BYE or SOLO run, crossing the centre line does not constitute an infraction. However, if this occurs, i.e. if the competitor started out in the left hand lane and crosses the centre line, the competitor must correct the vehicle and revert back to and complete the run in the left hand lane.

33. ALTERNATES:

In order to ensure paired competition during all elimination series, the following rules shall apply:

Where an elimination bracket needs to be filled, (due to breakdowns of vehicles that qualified) and alternate or alternates shall be drawn from non-qualifiers in order of their qualifying times.

The use of alternates is restricted to the first round of racing and no substitutes will be brought in after the first round of racing.

34. CANCELLATION/POSTPONEMENT OF EVENT (GCR 244): (i.e. Weather, Rain, etc.)

- a. In the case of an event being cancelled due to weather conditions, such as rain – the event will be re-scheduled to run on the allocated “Rain Date” for that event.
- b. It is the responsibility of the competitors to report to the track on the day, regardless of weather conditions. A decision as to whether the event is postponed to the rain date will only be made/discussed by the Race Organizer/s and Officials towards midday.
- c. An event will only be considered cancelled if first round eliminations are not completed in all National/Regional competition categories. [Refer to 39(a)] no points will be awarded to any competitor for a cancelled event/s. When a “Rain Date” is used it will be considered as a new event.
- d. In the event of first round eliminations being completed and rain/weather ends the event, all competitors will be awarded points up to the last completed round of competitions in each individual category.
- e. Due to the fact that there are provisions made for rain dates, there will be no refund on entry fees.

Other:

In the event of a cancellation due to other unforeseen circumstances (i.e. accidents, fatalities, natural disaster, theft, damages to track/equipment/facilities) that leads to the event not able to take place and/or be completed the same ruling as above (i.e. weather) will apply.

35. PROTEST AND APPEALS:

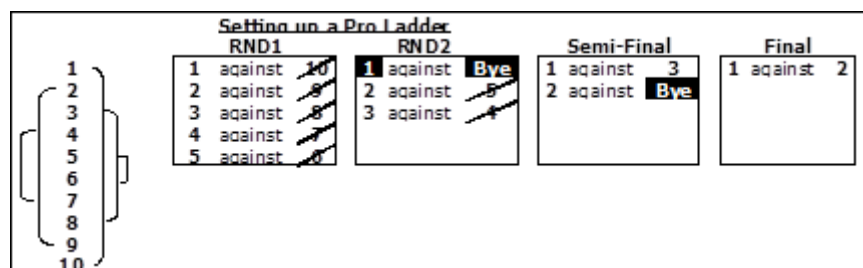
Refer to GCR197 – GCR200; GCR203 & IX of the MSA Handbook

36. OFFICIAL NOTICE BOARD

The Official Notice Board is situated on the Ground Floor of the Control Tower.

COMPETITORS ARE REMINDED TO PERIODICALLY CHECK THE NOTICE BOARD FOR ANY NOTICES/BULLETINS ETC, WHICH MAY AFFECT THEM.

37. EXAMPLE OF A SPORTSMAN’S LADDER:



38. AMSC CLUB Classes & Club Classes Regulations:

Club Classes:

The street /drag cars are divided into classes as per amount of cylinders; front or rear wheel drive; and state of tune, body and tyres. Once the cars are classed, they will head up to the start line and do a two-car heads-up drag race down 400 metres.

There are 19 classes of competition determined as follows:

4 CYLINDERS FRONT AND REAR WHEEL DRIVE

- 4AF Any 4-cylinder (FWD) normally aspirated
- 4BF Any 4-cylinder (FWD) with one form of supercharging (i.e turbo or nitrous or supercharger)
- 4CF Any 4-cylinder (FWD) with two forms of supercharging (i.e turbo/nitrous or supercharger/nitrous) or full slicks
- 4AR Any 4-cylinder (RWD) normally aspirated
- 4BR Any 4-cylinder (RWD) with one form of supercharging (i.e turbo or nitrous or supercharger)
- 4CR Any 4-cylinder (RWD) with two forms of supercharging (i.e turbo/nitrous or supercharger/nitrous)

6 CYLINDERS FRONT AND REAR WHEEL DRIVE

- 6BF Any 6-cylinder (FWD) with one form of supercharging (i.e turbo or nitrous or supercharger)
- 6AR Any 6-cylinder (RWD) normally aspirated
- 6BR Any 6-cylinder (RWD) with one form of supercharging (i.e turbo or nitrous or supercharger)
- 6CR Any 6-cylinder (RWD) with two forms of supercharging (i.e turbo/nitrous or supercharger/nitrous) or full slicks

8 CYLINDERS

- 8A Any 8-cylinder normally aspirated
- 8B Any 8-cylinder with one form of supercharging (i.e turbo or nitrous or supercharger)

4WD - 4 Wheel Drive cars Wheel Drive

- 4AWD Any 4 Cylinder
- 5AWD Any 5 Cylinder
- 6AWD Any 6 Cylinder or above

ROTARY

- RA Normally Aspirated
- RT Forced Induction

EXHIBITION

Motorcycles

- Super Sport Up to 600cc
- Unlimited Over 600cc with Standard Swing Arm Length
- Open All motorcycles with lengthened Swing Arms

GENERAL CLASS REGULATIONS

Refer to the Race Day Rules.

39. **Safety Exemptions**

- a. Vehicles with exit speeds exceeding 225km/h, recorded at / during the event, will be asked to refrain from racing due to safety.
- b. Vehicles running quicker than 9.99 seconds, at / during the event, will be asked to refrain from racing due to safety.

40. **Gentlemen's Agreement**

The 30 second stage rule applies throughout the day.

41. **Sponsor logos**

These need to be fitted for the entire event.

50. **Class Allocations.**

Each class must have a minimum number of four (4) vehicles. If there aren't enough competitors for the respective class, then the cars may be bumped up or merged into another class.

51. **Vehicles.**

- a. Any drag-trimmed race car purposely-built for drag racing competing at the Drag Racing Series will fall into the Exhibition class. (Please refer to Safety Regulations)
- b. Vehicles participating in the event must be presentable in appearance at all times. At any event, the scrutineers may reject vehicles that are considered to be improperly prepared.
- c. All vehicles will be checked for correct ground clearance during scrutineering. Any staging problems should be the fault of the start line equipment, and if a problem occurs, both vehicles should be backed out and the fault investigated. If the fault is found to be one of the vehicles, it will be excluded immediately.

52. **Burnouts.**

- a. Maximum of two burn outs are allowed.
- b. Burn outs must be of an unassisted nature. No holding of vehicles under any circumstances under any track.

53. **Qualifying for prizes.**

A maximum of three (3) runs per event is compulsory in order to qualify for trophies and/or prize money.

54. **SAFETY REGULATIONS**

- a. **Altered Vehicles (Placed in EX-Class):** For vehicles that have been purposely-built for drag racing.
 - i. For vehicles that have modified or altered floor pans.
 - ii. For vehicles running 4-link suspension or leather bars.

- iii. For vehicles running wheelie bars.
- iv. For vehicles that have been wheel-tubbed to accommodate tyres.
- v. For vehicles with single seats and aftermarket, fabricated, non-OEM dashboards.
- vi. For vehicles with Perspex, Lexan and / or Plexiglass windows and / or windscreens.
- vii. Altered vehicles must have two operational front doors.

b. **Battery**

- i. All wet cell car batteries, located outside the driver or passenger compartment, must be securely mounted with metal hold-down straps and 10mm bolts if the battery is relocated from stock or other than stock hold-downs are used. Batteries may be relocated to distribute weight.
- ii. In open cars where acid spillage over the driver can occur in an accident, some form of covering over the battery is required.
- iii. Vehicles with trunk-mounted batteries must have a cut-off switch connected to the positive side of the electrical system. The 'On' and 'Off' positions must be clearly indicated with the words "On" and "Off".

c. **Body / Chassis**

- i. Any recognized production body style or replica allowed, and some modifications will be accepted. Firewalls and floorboards may not be chopped, channelled or sectioned.
- ii. Convertibles, panel vans, "bakkies", cars and readily available, locally produced replicas, i.e. Cobra's may compete in this class providing all requirements are met.
- iii. All vehicles must have at least two fully operative doors with door handles that permit exit and/or entrance from both sides.

d. **Brakes**

- i. All vehicles in this category must be equipped with four-wheel hydraulic brakes operated by a foot mounted pedal in the conventional manner.
- ii. All brakes must be in good working order.
- iii. A back-up brake system is mandatory on all vehicles, i.e. handbrake and/or parachute.

e. **Chassis**

- i. Any stock OEM automobile chassis or car body used must be retained. Any additional chassis reinforcing is allowed. Any type of chassis and modifications allowed, provided such modifications are in the spirit of street driven vehicles.

- ii. Flared fenders are permitted.
 - iii. For the Hi-Octane Festival, OEM and aftermarket bumpers may be used provided the vehicle retains it's form.
 - iv. All chassis modifications must comply with MSA Drag Racing Rules, Regulations and Specifications.
- f. **Cooling system**
- i. A stock-type water pump is required but may be electrically driven.
 - ii. Catch tank/overflow must be securely fitted and completely leak proof.
 - iii. Radiator may be moved forward to permit the installation of longer engine.
- g. **Helmets**
All drivers/riders must wear a properly affixed SABS approved, or its equivalent, safety helmet while in practice or competition. Helmet straps should be worn beneath the chin.
- h. **Differentials**
- i. Welded spider-gears are not permitted under any circumstances.
 - ii. Any rear axle assembly of any ratio may be used. Narrowed rear ends are acceptable and locked rear ends are permitted in EX Class only. (Refer MSA Drag Racing Rules, Regulations and Specifications regarding axle retention).
 - iii. A minimum of one hydraulic or pneumatic shock absorber is required per wheel and rear suspension must be operative automobile type. Fabricated rear linkage system is permitted.
- i. **Driveshaft loop**
360° front drive shaft loop is highly recommended on all cars running under 13.0 seconds and/or over 160kph. (Refer MSA Drag Racing Rules, Regulations and Specifications).
- j. **Electrical**
- i. Each vehicle in this section must have a full working wiring harness or will be placed in the EX Class.
 - ii. All lights and charging systems must be fully operational.
 - iii. Starter motor must be retained.
- k. **Engine**
- i. One production type engine only. Take note that twin rotary engines will be classified as 6 (six) cylinder engines. Twin wq
 - ii. The exhaust can be of any length and face any direction, except obscuring the driver's vision.
 - iii. If the exhaust exits through the bonnet, it must be angled / redirected away from the driver's side of the compartment / windscreen.

- m. **Firewalls**
The firewall must be constructed to provide a leak-proof bulkhead between the engine and the driver's compartment. All holes or openings must be sealed with metal or a fire-proof material.
- n. **Flywheel**
All vehicles in competition with the exception of sedan vehicles running quicker than 11.99 seconds are required to fit either steel or alloy flywheel or an acceptable scatter shield.
- o. **Reserved**
- p. **Interior**
 - i. Complete interior is required. Vehicle must be fitted with door panels while customized and/or fabricated door panels are permitted. Aftermarket non-OEM door panels and dashboard will put you in the EX Class.
 - ii. Rear seats may only be removed if a roll cage is fitted. Should this not be the case, the car will be moved to EX Class and will not be allowed to race if it does not meet the requirements of the class.
 - iii. Two front seats are required for all street classes. Removal of a seat will be deemed purpose-built and will be classed in EX-Class
 - iv. It is recommended that all vehicles must be equipped with a securely mounted Fire Extinguisher of minimum 1kg capacity and must be accessible to officials and to the driver whilst strapped in.
 - v. All doors must remain unlocked and the driver window closed.
 - vi. Loose objects are to be removed from the driver's compartment.
- q. **Instrumentation.**
Dashboard must be OEM and supplementary gauges may be installed at owner's discretion. (Refer MSA Drag Racing Rules, Regulations and Specifications).
- r. **Jacks and Trestles.**
 - i. No work may be done under any vehicle in the pit area while supported by ONE jack. Additional safety devices such as jack stands are required to ensure safety in the event of jack failure.
 - ii. Engines may not be started while driving wheels are off the ground and not supported by adequate jack stands.
- s. **Nitrous Oxide.**
 - i. Nitrous oxide bottles must be securely mounted in the boot or rear of the vehicle and separated from the drivers' compartment by a leak-proof bulkhead.
 - ii. All nitrous oxide systems not isolated from the driver's compartment must be equipped with a release valve and be directly vented to the outside of the vehicle. (Refer MSA Drag Racing Rules, Regulations and Specifications).

- t. **Oil Containment Device. (Catch pans)**
Engine diapers or catch pans used to capture oil and debris in the event of engine failure, is highly recommended or mandatory for vehicles running 10.999 seconds or quicker when / as class required.
- u. **Parachutes.**
Entering and racing with a parachute means you're car is capable of exceeding 9.99 seconds @ 220km/h, which is not allowed at the Hi-Octane Festival. Please refer to the Hi-Octane Safety Exemptions with regards to times and speeds.
- v. **Protective clothing.** (Refer MSA Drag Racing Rules, Regulations and Specifications)
 - i. All vehicles capable of running quicker than 10.99 seconds on the quarter-mile together with vehicles which have fabricated or modified firewalls and/or floor (including wheel wells) require the driver to wear Nomex or one/two piece driving suits as a minimum, plus non-flammable shoes and socks.
 - ii. Vehicles running slower than 10.99 seconds, which have not been modified as listed above, require the driver to wear at minimum, a long sleeve upper garment, long trousers, closed shoes and socks.
 - iii. Ethanol and Methanol powered cars are required to wear a minimum two-layer fire resistant one-piece overall. Facemasks, gloves and boots are mandatory.
 - iv. Short sleeves, open shoes and short pants are prohibited.
- w. **Roll cages / Roll bars**
 - i. All enclosed vehicles (i.e. Sedans, Bakkies, Coupes, etc.) capable of running faster than 12.00 seconds and slower than 10.50 are required to fit a minimum three-point roll bar structure.
 - ii. All open top vehicles must have roll bar protection regardless of performance.
 - iii. All enclosed vehicles capable of running quicker than 10.50 seconds are required to be fitted with a roll cage to protect from any angle (360 deg) and mounted at a minimum of six points and according to MSA specifications.
 - iv. Aluminium and copper roll cages are prohibited.
 - v. All vehicles must have a 3mm sight hole drilled in relevant areas of the roll cage to allow scrutineers to check wall thickness of tubing. (Refer MSA Drag Racing Rules, Regulations and Specifications).
- x. **Safety harness**
 - i. Enclosed vehicles i.e. sedans, coupes, bakkies etc, capable of running quicker than 11.99 in any bracket or class are required to have a minimum 4-point safety belt/harness in good operating condition fitted for driver's protection.
 - ii. All vehicles capable of running quicker than 11.00 seconds including heavily modified street cars and/or space frame vehicles purposely built for drag racing are required to have a centre locking 5-point inverted V-type racing harness.

- iii. This must be securely fastened to the body or roll cage of the vehicle. (Refer MSA Drag Racing Rules, Regulations and Specifications).
 - iv. Poorly fitted and expired items will not be permitted.
- y. **Scattershields**
Scattershields are mandatory for vehicles running quicker than an 11.99. (Refer MSA Drag Racing Rules, Regulations and Specifications).
- z. **Seats**
 - i. The drivers seat in any vehicle in competition must be so constructed, braced and mounted in such a way that it will give full back and shoulder protection to the driver.
 - ii. A minimum of two front seats and/or one bench seat (bakkies) as a minimum is allowed.
 - iii. Removal of rear seats is permitted provided a roll cage is fitted.
- aa. **Suspension**
 - i. Ground clearance must be 75mm from the ground.
 - ii. Full automotive-type front suspension is required. No solid axles allowed.
 - iii. Each point of suspension must be equipped with at least one effective shock absorber with a minimum of 25mm movement in each direction.
 - iv. Excessive cutting or machining of suspension parts is prohibited.
 - v. Raising or lowering permitted but attention must be taken of minimum ground clearance requirements.
- ab. **Transmission**
All vehicles in competition must have an operational reverse gear.
- ac. **Tyres**
No restrictions. Vehicles may use any tyres, although altered vehicles will be classed into the EX-Class automatically.
 - i. No re-treaded, re-moulded or re-grooved tyres will be permitted.
 - ii. Full Drag Slick Tyres and Cheater slicks, including Mickey Thompson ET Streets are allowed in any class Rear skinnies tyres are permitted.
- ad. **Wheelbase**
All vehicles need to have a minimum wheelbase of 2.20 meters. Maximum wheelbase variation from left to right is 50mm.

(Refer MSA Drag Racing Rules, Regulations and Specifications).

ae. **Wheelie bars**

Wheelie bars must not be pre-loaded. Used only for EX-Class.

af. **Wheels**

- i. Any wheels are permitted.
- ii. Wheels must be secured with all the wheel nuts.

ag. **Windscreens and windows**

- i. Must be shatterproof, fitted safely, in good condition and be 100% functional.
- ii. Perspex, Lexan and / or Plexiglass windows is permitted in accordance with class regulations and will automatically place you in EX-Class.
- iii. Windshields must be safety glass, Plexiglass or other shatterproof material. The front screen must be clear without tint or colouring except factory-tinted safety glass.