



Track Championship Event Format Rules & Regulations

SERIES CONDITIONS

- The Track Championship Series will be contested over **multiple** rounds.
- All Series competitors must have the relevant Bracket sponsor decal affixed to both sides of the race vehicle during each Series Round in order to receive any the bonus prizes at the conclusion of the season.
- The Series is open to and welcomes all interstate competitors and their crew.
- If a Round of the Series is cancelled refer to the abandonment of event policy for further details.

BRACKET CUTOFF: Bracket cut offs are as follows

| | |
|---|--|
| Street | 13.00 or slower |
| Super Street | 11.00 - 12.99 |
| Super Sedan (including Modified) | 10.99 or faster |
| Top Sportsman | 5.80 - 8.49 (refer Top Sportsman Bracket Definition) |
| Group 1 | Refer Group 1 Bracket Definition |
| Street Bike | 10.00 or slower |
| Modified Bike | 9.99 or faster |

AUDITING:

The ANDRA ESP Auditing process applies. A random selection of ANDRA permanent license holders and all competitors with an ANDRA Divisional Drag License (DDL) will be audited (previously known as scrutineered) at all events. All competitors will be required to complete the ESP Audit Form. This will simplify the auditing process.

All vehicles must comply with relevant ANDRA class and safety regulations and must be presented for auditing when requested.

QUALIFYING:

Non-compulsory qualifying sessions will be available in the afternoon.

- These are actually 'seeding rounds' as all vehicles entered are automatically 'qualified'
- Teams choosing not to use this opportunity will make fewer passes reducing cost of racing but will not be given the opportunity to have a bye run.
- The pairings are selected by the Race Director.
- **Each bracket will be provided with two (2) scheduled qualifying sessions depending on the number of competitors entered. Refer to the relevant event timeline for changes.**
- The onus of having the correct dial in lies with the driver. All drivers must write their dial in on their vehicle in a location that is visible from the front and right hand side of the vehicle. It is recommended that modified vehicles, junior dragsters and bikes invest in dial in boards that can be affixed to their vehicles.

For Top Sportsman please refer to the Top Sportsman Bracket Definition

For Group 1 please refer to the Group1 Bracket Definition



SEEDING

Brackets will be seeded based on the "fastest vs slowest" format.

Unless the Meet Director has been informed prior to the closure of the qualifying sessions, it will be assumed you will be competing and will be seeded accordingly. In the interests of time, no re-seeding of brackets will take place.

THREE ROUND CHICAGO SHOOTOUT FORMAT – STARTING 6:00PM (or as per event schedule)

- **All competitors in each bracket will be seeded by the nominated bracket marshal based on the afternoon qualifying order**
- Where a competitor has not completed a qualifying run they will be seeded at the rear of the field based on alphabetical order of surname
- Lane choice goes to the person with the lowest nominated dial in.
- Any bye run available goes to the driver with the fastest qualifying time, then second and third qualifiers for subsequent rounds.
- One point will be awarded for a win

ADDITION/REMOVAL OF A ROUND:

- Addition or removal of a round of racing is at the Meet Director's discretion in the interests of the event timeline.

GRUDGE RUNS

- Time permitting; grudge runs may be available prior to the commencement of finals. The driver must inform the Meet Director if they wish to have a grudge run.

FINALS

At the completion of the rounds, a count back will be made to establish the finalists. The criteria will be as follows (based on a 3 round format):

- A. Two racers with the most round wins a piece – automatic entry into the final regardless of red lights or breakouts in the last round.
- B. More than two racers on the same number of points – any racer with a red light or breakout in the last round, regardless of whether they are on a bye run or not, will be excluded from this count back immediately. The count back is then based on elapsed time versus dial-in in the last round of racing. Reaction times play no part in the count back. The two racers who are closest to their respective dial-ins are then eligible for the final. If by chance the count back is dead heat, it will then be based on the second last round of racing and so on until a winner is established. (Special Note: in the extreme case of only one racer being eligible, e.g. All others who red lit their final round but won the race, then the red light would be null and void to establish the second finalist based on closest to dial-in.)
- C. One racer with three wins and one racer with two wins – automatic entry into the final regardless of red lights or breakouts in the last round.
- D. No racers with three wins and only two racers with two wins – automatic entry into the final regardless of red lights or breakouts in the last round.
- E. No racers with three wins and more than two racers with two wins – count back will be made as per "B"

Any dispute or questions regarding rule interpretations, please take them up with the meeting director. The meeting director's decision is final.

SERIES POINTS ALLOCATION:

The points system for all brackets competing at Hidden Valley Drag Strip is as follows:

Winner: 20 points

Second: 10 points



Round results and points allocations will be posted to the website as soon as possible after the event. Entry in the Series Points is only open to HVDRA financial members.

PRIZE MONEY:

Prize money will be paid into a nominated bank account. The onus is on the competitor to ensure Hidden Valley has the correct Bank Account details for the driver/rider/entrant. Prize money unclaimed for a period exceeding 6 months will be forfeited.

Prize money will only be paid to HVDRA financial members.

A minimum of 4 competitors in the nominated bracket are required for prize money to be paid.

ENTRY:

Entry to Track Championship events is restricted to pre entries only.

Late entries incur a \$100 late fee.

Online entry is available at <http://www.hiddenvalleydrags.com/onlineentry/>.

CREW MEMBERS:

The following ANDRA-approved crew member allocations will be strictly enforced: T/F = 11; T/A = 6; T/D= 6; T/B = 5; PRO = 6; P/M = 5; Group 2, 3 and 4 brackets = 3 each except Outlaws = 4 and Junior Dragster = 2. Additional crew may operate within the pit area however will not be provided with a wristband and therefore will not be able to drive into the pit area or access the restricted area (refer restricted area policy)

All drivers and crew must sign the relevant ANDRA documents and wear the provided wristbands at all times. The responsibility lies on the driver.

HIDDEN VALLEY DRAG STRIP

PIT/PADDOCK ALLOCATIONS:

Unless otherwise stated, the following generic pit allocations exist. Please ensure you pit within the allotted areas to allow bracket marshals to find you.

To provide sufficient access for all entrants' trailers should be removed from the pit area and parked in the trailer parking bay

