



Track Championship Event Format Rules & Regulations

This Season sees a change in the HVDRA Track Championship series with a later start to avoid the heat of the day and a new point score system that will award points to every competitor. There is also a slight change to the Brackets to align us closer to the ANDRA Brackets that are run at the Summit Series with Nitro Up North.

SERIES CONDITIONS

- The Track Championship Series will be contested over **multiple** rounds.
- If applicable to your Bracket 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.

BRACKETS and ET CUTOFFS – Note All Racers MUST Dial In within these Cut Offs

Street Car	13.00 and slower (All Sedans, Utes, Vans and Trucks)
Street Bike	10.00 and slower (Street Bikes Only – No Slicks or Wheelie Bars)
Junior Dragster	7.90 and slower (As Per ANDRA Rule Book)
Super Street	10.00 - 12.99 (Sub 11sec Cars require 2006 Compliance or ANDRA Tech)
Modified Bike	0 - 10.99 (As per ANDRA Rules)
Super Modified	8.50 - 10.99 (Super Sedan and Modified Vehicles)
Top Eliminator	5.80 - 8.49 (All Cars quicker than 8.49)

SCRUTINEERING/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 NOT on the Audit List will be required to complete the ESP Audit Form and bring it to Scrutineering to receive a Scrutineered Sticker.

All vehicles must comply with relevant ANDRA class and safety regulations and must be presented for auditing before any Qualifying or Test Runs when requested or listed on the Audit List.

TESTING:

A non-compulsory Test session will be available in the afternoon.

- Teams choosing not to use this opportunity will make fewer passes thus reducing cost of racing.
- The pairings are random and you may run vehicle from another bracket in the Test Session.

SEEDING

Brackets will be seeded using a random draw, this is to help “mix up” the pairings so the same racers do not race each other time and again.

Unless the Meeting Director has been informed prior to the closure of the TEST SESSION, it will be assumed if you have entered you will be competing and will be seeded accordingly. In the interests of time, no re-seeding of brackets will take place.



CHICAGO SHOOTOUT FORMAT – STARTING approx. 7:15PM (or as per event schedule)

- **All competitors in each bracket will be RANDOMLY seeded by the nominated Bracket Marshal and/or Race Director.**
- Lane choice goes to the racer with the lowest nominated dial in.
- The onus of having the correct dial in lies with the competitor. YOUR DIAL IN WILL BE DISPLAYED ON THE DIAL IN BOARDS AT THE START LINE AND THE SCORE BOARDS All competitors 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.

ADDITION/REMOVAL OF A ROUND:

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

FINALS

At the completion of the Chicago Shootout rounds, a count back will be made to establish the finalists.

The criteria will be as follows:

- A. If only Two racers have the most round wins – both have automatic entry into the Final Round.
- B. If more than two racers are on equal wins then the two better performers in the last Chicago Shootout Round will contest the Final. In this situation you must be a winner of the Last Round to be considered for the Final. 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 WINNING racers who are closest to their respective dial-ins are then eligible for the final. If by chance there is only one Winner in the count back the other position will be filled with the best performing loser of the Last round.

Any dispute or questions regarding rule interpretations, please take them up with the meeting director within 15 minutes of the last Chicago Shootout Round. The meeting director's decision is final.

SERIES POINTS ALLOCATION:

The points system for all brackets competing at the HVDRA Track Championship Series is as follows:

- 10 Points - Each Chicago Round Win
- 5 Points - Each Chicago Round Lose
- 20 Points - Final Round Winner
- 10 Points - Final Round Loser

eg. If a racer runs wins 3 rounds of the Shootout and is runner up in the Final he/she will score 40 Points for that round of the series.

The Series is scheduled to run over 7 rounds with the best 6 results being counted towards to Championship.

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

PRIZE MONEY:

No Prize Money will be allocated this season and is offset by the reduced Entry Fee to each Round of the Series making it more affordable for all racers across the series.

HIDDEN VALLEY DRAG STRIP

ENTRY:

Entry to the HVDRA Track Championship Series can be via the discounted ONLINE ENTRY SYSTEM up until the Wednesday prior to the event.

- Burnout (Driver Only) \$40.00
- Street / Street Bike (Driver/Rider Only) \$40.00
- Junior Dragster (Driver and 1 Crew) \$40.00
- Super Street (Driver and 1 Crew) \$70.00
- Modified Bike (Rider and 1 Crew) \$70.00
- Super Modified (Driver and 2 Crew) \$70.00
- Top Eliminator (Driver and 3 Crew) \$70.00
- Group One Car/Bike (Driver/Rider and 4 Crew) \$70.00

Online entry is available at <http://hiddenvallydrags.com/index.php/events/trackchamps> - Late or on the Day entries will incur a \$10 late fee.

CREW MEMBERS:

The amount of Crew members included in Entry Fee is listed above however you can purchase extra crew passes at the gate up to the allowed ANDRA limits below;

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 access the restricted areas like the Staging Lanes or Start Line.

All Drivers and listed Crew must sign the relevant ANDRA documents and wear the provided wristbands at all times. The responsibility lies on the driver to ensure the crew has the right credentials.

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

