



## Springmount Raceway 2022 Track Championship Series

### GENERAL

The 2022 Track Championship Series will be contested over five (5) rounds (refer to 2022 Event Calendar under the 'Events' tab on the Springmount Raceway website for dates).

For further details not found in this guideline, refer to the 'Track Regulations' and 'Technical' pages found under the 'Competitor' tab on the Springmount Raceway website.

For newcomers to drag racing, please also see the 'Go Drag Racing' guideline under the 'Competitor' tab.

### BRACKETS

Brackets and their respective cut offs are as follows:

**Street (ST):** All cars running 13.00 seconds or slower.

**Super Street (S/ST):** All cars running 10.00 - 12.99 seconds other than those running in Real Street or Competition. This bracket is run as per national IHRA rules so delay boxes and throttle stops are not allowed and mufflers must be fitted.\*

**Real Street (R/ST):** Later model street cars as per IHRA rules.

**Competition (C):** All cars running 9.50 - 10.99 seconds other than those running in Super Street or Real Street. Delay box and throttle stops allowed and mufflers not required.\*

**Super Comp (SC):** All cars running 9.49 seconds or quicker.

**Street Bike (SB):** All bikes running 10.00 seconds or slower.

**Comp Bike (CB):** All bikes running 9.99 seconds or quicker.

**Junior Dragster (JD):** All junior dragsters.

\*Note: Cars running between 10.00 – 10.99 can run in Super Street as long as they do not have a delay box or throttle stop fitted and do have mufflers fitted. These cars may still run in Comp though if they wish.

A minimum of four (4) competitors will be required to run a bracket (except Junior Dragster), otherwise the bracket will be combined with another bracket at the discretion of the Meeting Director.

### ENTRIES

Competitor entry to Track Championship events is restricted to online nominations completed on the Springmount Raceway website.

### PIT CREW

Pit crew passes are to be purchased on the gate. The following pit crew allocations will apply:



Street: 2 crew

Super Street: 2 crew

Real Street: 2 crew

Competition: 3 crew

Super Comp: 4 crew

Street Bike: 2 crew

Comp Bike: 3 crew

Junior Dragster: 3 crew

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 Area.

#### **PIT ALLOCATIONS**

Generally, competition-style cars and bikes are permitted to pit in the sealed areas on the track-side of the scrutineering shed, while street cars and bikes are to pit in the grassed areas on the opposite side of the shed.

#### **SCRUTINEERING**

All competitors will be required to complete the Competitor Audit Declaration form.

All vehicles must comply with relevant IHRA and/or general safety regulations and must be presented for scrutineering/auditing prior to racing. Refer to the 'Technical' section under the 'Competitor' tab on the Springmount Raceway website for further details.

#### **STAGING LANES**

Staging lanes will be allocated to specific brackets. Details of these allocations will be provided upon entry at the event or at the driver's briefing.

#### **QUALIFYING**

Three (3) non-compulsory qualifying rounds will be run prior to racing.

- These rounds will be run in the respective brackets so competitors will need to use the dedicated staging lane/s for their bracket and will need to be aware of the event schedule.
- The qualifying rounds are used for competitors to determine dial-ins and to determine top qualifiers for each bracket who will be allocated bye-runs if available.
- Qualifying will be based on best reaction times.

#### **DIAL-INS**

All competitors must report directly to the lane marshals in the staging lanes after qualifying prior to the first round of racing to advise of their dial-in.



Dial-ins can be changed between racing rounds by reporting to the lane marshal.

Dial-ins must be within the limits of the bracket being raced in. Competitors may change brackets only when nominating their first dial-in. They will not be eligible for top qualifying positions in the changed bracket.

The onus of having the correct dial-in lies with the competitor. The dial-in will be displayed on the electronic dial-in board before you stage. The competitor must alert a raceway official if it is wrong, however it will not be changed if it is the same as is written on the car/bike. This is not a time to change your nominated dial-in, only to ensure raceway officials have entered it correctly based on what is written on the vehicle.

### **SEEDING**

All brackets will be seeded based on IHRA Australia rules and seeding/pairing sheets will be displayed in the scrutineering shed at the conclusion of qualifying. Competitors are to view these sheets to determine who they are paired against for the next round so that they can enter the staging lanes together and be ready to race each other.

Should a competitor not be ready to race in time for the next round, the opposing competitor who is ready must report to the staging lanes and will be given a buy run, or will be paired up against another competitor at the discretion of the lane marshals should multiple breakages result in multiple buy runs.

### **RACING FORMAT**

All championship rounds will be run as Dial-Your Own (DYO) in a three (3) round Chicago Shootout format.

- All competitors will take part in all three (3) rounds of racing no matter the result of the previous round.
- Any bye run available is allocated as outlined above under the "seeding" section.
- The "first or worst" rule applies to infractions, being that the first competitor to commit an infraction is disqualified unless the other competitor commits a worse infraction, based on IHRA Australian rules.

### **FINALS**

At the completion of the racing rounds, a countback will be undertaken to establish the two (2) finalists from each bracket. The priority in determining the finalists will be as follows:

1. Three (3) round wins.
2. Two (2) round wins.
3. One (1) round win.
4. No round wins.

Where there is a tie between competitors on the same number of round wins, a further countback will be undertaken to determine the competitor that is closest to their dial-in, but not under it, on the last round.



### **SERIES POINTS ALLOCATION**

The points system for all brackets competing at Springmount Raceway is as follows:

- Qualifying (at least one round) – 5 points
- Each round win – 5 points
- Each round loss – 2 points

Note that the finals will be considered a round and points will be allocated the same as above.

Round results and points allocations will be posted to the Springmount website as soon as possible after the event.

### **TROPHIES & PRIZE MONEY**

Trophies and prize money will be given to the winner and runner up for each bracket at each round.

The following prize money will apply unless otherwise specified for the event:

Street: Winner - \$100 / Runner Up - \$50

Super Street: Winner - \$200 / Runner Up - \$100

Competition: Winner - \$300 / Runner Up - \$150

Super Comp: Winner - \$400 / Runner Up - \$200

Street Bike: Winner - \$100 / Runner Up - \$50

Comp Bike: Winner - \$300 / Runner Up - \$150

Junior Dragster: Winner - \$100 / Runner Up - \$50

Note that the above prize money is based on a bracket size of at least eight (8) entries. Smaller brackets will have prize money reduced in accordance with the following:

- 6 or 7 entries = 75% of prize money
- 4 or 5 entries = 50% of prize money

Points will be tallied up at the conclusion of the last race meet of the season and an overall Track Champion for each bracket will be presented a trophy and will receive free racing for the following season. The free racing will apply to Championship Rounds only and will exclude any Test & Tune-only events or other events such as 400 Thunder.

### **FINAL NOTE**

This Championship Series guideline is to be read in conjunction with the Springmount Raceway Track Regulations. The interpretation and application of Track Championship rules and the Track Regulations is at the discretion of the Meeting Director. All decisions of the Meeting Director are final and will be made in the best interests of good sportsmanship and a safe and fun environment.