



SPRINGMOUNT RACEWAY 2024 TRACK CHAMPIONSHIP SERIES GENERAL

The 2024 Track Championship Series will be contested over five (5) rounds (refer to 2024 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:

COMPETITION – Contested by all Sedans, Hot Rods, Dragsters, Roadsters & Altered – 6.50 to 9.99 ET run on Chicago Shootout Format DYO over the ¼ mile. IHRA Licence required & Tech inspection.

STREET ELIMINATOR – Contested by vehicles with 10.00 – 12.99 run on Chicago Shootout Format DYO over the ¼ mile (As per IHRA regs – Inc Off Street).

REAL STREET – Contested by vehicles with 9.00 (A/RST) 9.50 (B/RST) – 12.99 run on Chicago Shootout Format DYO over the ¼ mile (As per IHRA regulations)

SPRINGMOUNT STREET – Contested by vehicles with ET's from 13.00 and slower run on Chicago Shootout Format DYO over the ¼ mile (As per IHRA regs – Inc Off Street).

COMP BIKE – Contested by motorcycles 9.50 – 7.00 ET run on Chicago Shootout Format DYO over the ¼ mile. IHRA Licence required & Tech required.

STREET BIKE - Contested by motorcycles 9.50 and slower run on Chicago Shootout Format DYO over the ¼ mile. (As per IHRA regs – Inc Off Street).

JUNIOR DRAGSTER – Contested by Junior Dragsters A, Band C classes run on Chicago Shootout Format DYO run over 1/8 mile, As per IHRA regulations.

JUNIOR BIKE - Contested by Junior Bikes A, B classes run on Chicago Shootout Format DYO run over 1/8 mile, As per IHRA regulations.

4 Pre nominations for each class to be received prior to race day for class to run, if minimum numbers not reached classes may be combined (apart from Juniors).

All Racers, Car and Bikes must comply with IHRA & Springmount Raceway Safety and Licensing Requirements. IHRA Regs can now be found online at www.ihra.com.au
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:

Competition: 4

Street Eliminator: 2

Real Street: 2

Springmount Street: 2

Comp Bike: 3

Street Bike: 2

Junior Dragster: 4

Junior Bike: 4

Test & Tune: 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 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 bonus 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

COMPETITION WINNER– \$300 / RUNNER UP \$150

STREET ELIMINATOR WINNER – \$200 / RUNNER UP \$100

REAL STREET WINNER– \$200 / RUNNER UP \$100

SPRINGMOUNT STREET WINNER – \$100 / RUNNER UP \$50

COMP BIKE WINNER – \$300 / RUNNER UP \$150

STREET BIKE WINNER - \$100 / RUNNER UP \$50

JUNIOR DRAGSTER WINNER – \$100 / RUNNER UP \$50

JUNIOR BIKE WINNER - \$100 / RUNNER UP \$50

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 NDRC.

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.