

RULES



Title: **Championship Event Regulations**

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1.0 Purpose

This document outlines the structure and operation of Benaraby Dragway's Championship Series, including race format, brackets, points accumulation and general conditions. It is intended to provide clarity and consistency for competitors, officials and stakeholders.

2.0 Overview of the Championship Series

The Championship Series is conducted across a nominated calendar of championship rounds held during the racing season. Competitors accumulate points at each round, with final championship placings determined by total points accrued over the season.

The Championship is designed to:

- Encourage regular participation across the season
- Provide fair and competitive racing across multiple brackets
- Reward consistency and performance

3.0 Championship Rounds

- 3.1 The Championship shall consist of a series of scheduled race meetings ("Championship Rounds") as published in the Club's annual event calendar prior to the commencement of the season.
- 3.2 Only nominated Championship Rounds count toward the Championship Series. Test-and-tune dates, special exhibitions, or non-championship events do not attract championship points unless explicitly stated.
- 3.3 Benaraby Dragway reserves the right to amend the number of rounds or calendar dates due to weather, operational requirements, or circumstances beyond its control.

4.0 Brackets / Classes

- 4.1 The Championship Series is conducted across multiple racing brackets.
- 4.2 Brackets will be reviewed on an annual basis by the Management Committee to ensure they remain fit for purpose, having regard to entrant numbers and the objective of maintaining competitive racing.
- 4.3 Brackets and bracket requirements are outlined in Table 1 and will be published by Benaraby Dragway at the start of each Championship Season.
- 4.4 As a condition of their nomination entry, competitors are required to ensure they meet all eligibility, performance, and technical requirements applicable to their nominated bracket. Failure to do so will result in disqualification from the applicable round.

- 4.5 Competitors may enter more than one bracket at a Championship round, however a competitor may not enter more than once in the same bracket.

5.0 Race Format

Championship events will be conducted under the following conditions:

- ¼-mile racing distance (⅛-mile for junior competitors);
- *Chicago Shootout* race format;
- Dial-Your-Own racing;
- Full tree start.

5.1 Qualifying

- (a) Competitors will participate in a maximum of three (3) qualifying runs to determine eligibility to compete in their nominated bracket, and to determine seeding placement.
- (b) To qualify into a nominated bracket, a competitor must record at least one (1) legal pass, as defined by the applicable IHRA Australia Regulations, within the elapsed time limits of the relevant bracket. (Note – where a competitor does not qualify for their nominated bracket due to recording an elapsed time slower than the applicable bracket limit, the competitor may be reallocated to an alternative bracket, provided they meet the requirements of that bracket’s rules.)

5.2 Seeding

- (a) Competitors will be seeded within their respective bracket based on the quickest elapsed time recorded from their first three (3) qualifying runs.
- (b) This seeding will determine the Top Qualifier for each bracket. Where there is an uneven number of competitors in a bracket:
- i. the Top Qualifier (first seed) shall be awarded a bye run in the first round of racing;
 - ii. the second seed shall be awarded a bye run in the second round of racing; and
 - iii. the third seed shall be awarded a bye run in the third round of racing.

5.3 Pairing

Multiple pairing mechanisms are available for selection as detailed below. For the purposes of equity and competitiveness, Benaraby Dragway reserves the right to amend its pairing mechanism at any time throughout the racing season.

5.3.1 Chicago Shootout (Traditional)

- (a) For pairing purposes, the field will be divided into a Quick half and a Slow half.
- (b) The Quick half of the field will remain fixed in their original seeded positions for all rounds of racing.
- (c) In Round One, competitors in the Quick half will be paired with competitors from the Slow half in qualifying order.
- (d) In subsequent rounds, the Slow half of the field will **rotate down one** position for pairing purposes, while the Quick half remains unchanged.

- (e) Where the field contains an uneven number of competitors, a single bye run will apply in each round and will be allocated as follows:
 - i. Round One: Seed No.1.
 - ii. Round Two: Seed No.2.
 - iii. Round Three: Seed No.3.
- (f) Lane choice will be determined by the competitor with the quicker dial-in.

Example of Chicago Shootout Pairings (Standard)

10 Vehicle Field Round 1			10 Vehicle Field Round 2			10 Vehicle Field Round 3			9 Vehicle Field Round 1			9 Vehicle Field Round 2			9 Vehicle Field Round 3		
1	vs	6	1	vs	10	1	vs	9	1	vs	BYE	1	vs	9	1	vs	8
2	vs	7	2	vs	6	2	vs	10	2	vs	6	2	vs	BYE	2	vs	9
3	vs	8	3	vs	7	3	vs	6	3	vs	7	3	vs	6	3	vs	BYE
4	vs	9	4	vs	8	4	vs	7	4	vs	8	4	vs	7	4	vs	6
5	vs	10	5	vs	9	5	vs	8	5	vs	9	5	vs	8	5	vs	7

5.3.2 Chicago Shootout (Alternate)

- (a) For pairing purposes, the field will be divided into a Quick half and a Slow half.
- (b) The Quick half of the field will remain fixed in their original seeded positions for all rounds of racing.
- (c) In Round One, competitors in the Quick half will be paired with competitors from the Slow half in qualifying order.
- (d) In subsequent rounds, the Slow half of the field will **rotate up one position** for pairing purposes, while the Quick half remains unchanged. In circumstances where there is an uneven number of competitors, the Slow half of the field will rotate up two positions to negate repeat pairings in Round 2.
- (e) Where the field contains an uneven number of competitors, a single bye run will apply in each round and will be allocated as follows:
 - i. Round One: Seed No.1.
 - ii. Round Two: Seed No.2.
 - iii. Round Three: Seed No.3.
- (f) Lane choice will be determined by the competitor with the quicker dial-in.

Example of Chicago Shootout Pairings (Alternate)

10 Vehicle Field Round 1			10 Vehicle Field Round 2			10 Vehicle Field Round 3			9 Vehicle Field Round 1			9 Vehicle Field Round 2			9 Vehicle Field Round 3		
1	vs	6	1	vs	7	1	vs	8	1	vs	BYE	1	vs	7	1	vs	8
2	vs	7	2	vs	8	2	vs	9	2	vs	6	2	vs	BYE	2	vs	9
3	vs	8	3	vs	9	3	vs	10	3	vs	7	3	vs	8	3	vs	BYE
4	vs	9	4	vs	10	4	vs	6	4	vs	8	4	vs	9	4	vs	6
5	vs	10	5	vs	6	5	vs	7	5	vs	9	5	vs	6	5	vs	7

5.3.3 Random Pairing

- (a) Pairings will be determined by allocating competitors using a random selection method conducted by Tower Officials using a method approved by the Management Committee, and applied in a fair, impartial, and non-preferential manner.
- (b) A competitor must not be paired against the same opponent in subsequent rounds.
- (c) Lane choice will be determined by the competitor with the quicker dial-in.

5.4 Dial-In Procedures

- (a) Competitors nominate their elapsed time (“dial-in”) by displaying it on the left-hand side of the vehicle (clearly visible to the Tower) on approach to the staging lanes.
- (b) When called to race, competitors must move into the burnout pad and wait for the dial-in boards at mid-track to display their nominated dial-in.
- (c) If the dial-in displayed is correct, competitors must wait for the signal to commence their burnout.
- (d) If the dial-in displayed is incorrect, competitors must notify track staff immediately.
- (e) Once a competitor has commenced their burnout, the dial-in is deemed accepted and may not be changed.

5.5 Staging

- (a) All competitors must stage in a forward motion.
- (b) Once one competitor is fully staged, with both staging lights illuminated, the opposing competitor has 20 seconds to fully stage and commence the race.
- (c) Any competitor who stages in an unsportsmanlike manner, without allowing their opponent reasonable time to stage, may be ordered out of stage by the Starter.
- (d) Competitors are encouraged to communicate with their opponent regarding burnout procedures to ensure both competitors have adequate time to prepare their vehicles.

5.6 Single Infractions during Racing

- (a) Where one competitor commits an infringement and the opposing competitor completes a legal pass, the competitor committing the infringement shall be deemed the loser of that race. Depending on the severity of the infringement, the competitor may also be disqualified from the event.
- (b) A competitor on a bye or solo run who commits an infringement will be deemed the winner of that race, except where the infringement involves:
 - Breaking out of the bracket; or
 - Breaking out of the vehicle ET limitation.
- (c) If a competitor on a bye or solo run crosses the centreline / hits the wall, they will still be deemed the winner of that race but must immediately abort the run.

5.7 Dual Infractions during Racing

- (a) Where both competitors commit the same infringement:
1. In the case of red lights, the competitor who commits the infringement first shall be deemed the loser of that race.
 2. In the case of crossing the centreline / hitting the wall, the competitor who commits the infringement first shall be deemed the loser of that race.
 3. In the case of dial-in breakouts, the competitor with the greater breakout (the greater margin under their dial-in time) shall be deemed the loser of that race.
 4. In the case of breakouts that infringe bracket limitations, both competitors will be disqualified from the event, and there will be no winner. However, if this occurs in the final, then the competitor with the greater breakout (the greater margin under their dial-in time) will be the loser of that race.
 5. In the case of breakouts that infringe vehicle ET limitations, both competitors will be disqualified from the event, and there will be no winner. However, if this occurs in the final, then the competitor with the greater breakout (the greater margin under their dial-in time) will be the loser of that race.
- (b) Where competitors commit different infringements, the competitor committing the more severe infringement shall be deemed the loser of that race, regardless of the order in which the infringements occurred. For the purposes of this rule, infringements rank in severity as follows (from most severe to least severe):
- i. Crossing the centreline / hitting the wall.
 - ii. Breakouts that infringe bracket limitations, or vehicle ET limitations.*
 - iii. Red light.
 - iv. Dial-in breakout.

** Note: If one competitor infringes the bracket limitation and the other infringes their vehicle ET limitation, both competitors will be disqualified from the event, and there will be no winner. However, if this occurs in the final, then the competitor with the greater breakout (the greater margin under their dial-in time) shall be deemed the loser of that race.*

5.8 Finals Qualification

At the completion of Round Three, a countback will be conducted to determine the two finalists.

5.8.1 Three (3) Round Wins

- a) If exactly two (2) competitors each have three round wins, both automatically progress to the final.
- b) If more than two (2) competitors each have three round wins:

- i. Any competitor who records a red light or breakout in Round 3 (including bye runs) is excluded from the countback.
- ii. The remaining competitors are ranked based on how close their ET is to their dial-in in Round 3. Reaction times are not considered.
- iii. The two competitors closest to their dial-ins progress to the final.
- iv. If a tie remains, the comparison moves to Round 2, then Round 1 if required, until the tie is broken.
- v. If only one (1) competitor remains eligible after exclusions, the red light / breakout exclusion is disregarded solely to determine the second finalist based on closest to dial-in.

5.8.2 Mixed Wins (3 Wins and 2 Wins)

- a) If one competitor has three wins and one competitor has two wins, both automatically progress to the final, regardless of any red light or breakout in Round 3.
- b) If one competitor has three wins and multiple competitors have two wins, then the competitor with three wins automatically progresses to the final. The countback procedure set out in 5.8b)i and ii is applied to the competitors with two wins to identify the highest ranked competitor, who will also progress to the final.

5.8.3 Two (2) Round Wins Only

- If exactly two (2) competitors have two wins, both automatically progress to the final.
- If more than two (2) competitors have two wins, the countback procedure in 5.7.1b) applies.

6.0 Points Accumulation

6.1 Championship points are awarded at each Championship Round based on a competitor's performance within their nominated bracket.

6.2 Points are allocated in accordance with Table 2:

Table 2 – Championship Points Allocation

Description	Points Allocated
Prepaid Nomination	0 ¹
Pay on Day Nomination	0 ²
Race Win	2
Race Loss	1
Race Disqualification	0
Three (3) Race Wins with no entry to Final	2
Final Win	10
Final Loss	5

¹ Prepaid nomination points were removed in 2024 (previously 4 points)

² Pay on Day nomination points were removed in 2024 (previously 2 points)

- 6.3 Points are awarded on a per-round basis, are not transferable between brackets, and cannot be accumulated or substituted across brackets for the purposes of Track Championship calculations.
- 6.4 For full championship points to be awarded in a Senior bracket, a minimum of four (4) competitors must all make at least one (1) legal pass (as defined by IHRA Australia regulations in place at the time of the event) during racing (not qualifying). Half points will be awarded where there are less than four competitors.
- 6.5 No minimum competitor numbers apply for full championship points to be awarded in the Junior brackets ie half points do not apply.

7.0 Championship Titles and Determination

- 7.1 At the conclusion of the Championship Season, the competitor in each bracket who has accrued the highest total championship points shall be declared the *Bracket Champion* for that bracket. The competitor with the second-highest total championship points shall be declared the *Runner-Up Bracket Champion*.
- 7.2 For the purposes of these Regulations, all brackets are classified as either *Senior* or *Junior* in accordance with Table 1 – Brackets / Classes.
- 7.3 In addition to the Bracket Champions, the Championship recognises overall *Senior Track Champion* and *Junior Track Champion* titles as follows:
 - a) The *Senior Track Champion* shall be the Bracket Champion with the highest total championship points of all Senior brackets.
 - b) The *Junior Track Champion* shall be the Bracket Champion with the highest total championship points of all Junior brackets.
- 7.4 In the event of a tie for any Championship title, the competitors concerned shall be declared joint winners of that title.

8.0 Definitions

Chicago Shootout – a non-elimination racing format in which all competitors compete in three (3) rounds of qualifying and three (3) rounds of racing. Progression to the finals is determined by overall performance across the three (3) racing rounds, rather than by head-to-head elimination.

9.0 Revision History

Revision	Revision Date	Change Reason
V000	01/07/2025	Procedure initiated.
V001	01/03/2026	Amalgamated Championship Bracket Rules and Championship Points Rules and Awards into one document and added the race format details used in the Championship Series.

Table 1 – Brackets / Classes

	Bracket / Class	Type	Distance	Elapsed Time	Constraints Requirements
1.	Street Car	Senior	¼-mile	13.00 seconds or slower	<ul style="list-style-type: none"> • Sedan based vehicles • Mufflers • No delay devices • No back up crew or tender vehicles allowed • Compliant with IHRA “Off Street” Class regulations • No IHRA Competition or IHRA Event licence required (Civil Drivers Licence required) • Specific helmet and protective clothing for the type and ET / mph performance of your vehicle as per requirements as set out in the applicable IHRA matrices
2.	Super Street	Senior	¼-mile	Between 10.00 and 12.999 seconds	<ul style="list-style-type: none"> • Sedan based vehicles • Mufflers • No delay devices • No back up crew or tender vehicles allowed • Compliant with IHRA “Super Street” Class regulations. • Current IHRA Sportsman Street licence (or better) or IHRA Event licence • Current IHRA vehicle technical inspection / logbook for vehicles quicker than 10.50 seconds (¼-mile) or 6.69 (⅛-mile) • Specific helmet and protective clothing for the type and ET / mph performance of your vehicle as per requirements as set out in the applicable IHRA matrices
3.	Super Comp	Senior	¼-mile	10.999 seconds or faster	<ul style="list-style-type: none"> • Sedan based vehicles, funny cars, dragsters and altered • Current IHRA Sportsman licence • Compliant with the relevant IHRA Class regulations ie “Supercomp” “Super Sedan” “Top Sportsman” “Modified Eliminator” “Supercharged Outlaws” • Current IHRA vehicle technical inspection / logbook • Specific helmet and protective clothing for the type and ET / mph performance of your vehicle as per requirements as set out in the applicable IHRA matrices
4.	Street Bike	Senior	¼-mile	9.00 seconds and slower	<ul style="list-style-type: none"> • Motorcycles • Current IHRA Sportsman “Modified Bike”, Sportsman Street “Modified Bike B” licence, or IHRA Event licence • Compliant with IHRA “Off Street” Class regulations and / or IHRA “Performance Bike – Street Bike” Class Regulations, as appropriate • Specific helmet and protective clothing for the type and ET / mph performance of your vehicle as per requirements as set out in the applicable IHRA matrices
5.	Modified Bike	Senior	¼-mile	11.99 seconds or faster	<ul style="list-style-type: none"> • Motorcycles • Current IHRA Sportsman “Modified Bike”, Sportsman Street “Modified Bike B” licence, or IHRA Event licence as appropriate for your ET • Where the bike requires or has an IHRA Technical Inspection, regardless of intended ET performance at the event, an IHRA Event licence is not permitted • Compliant with IHRA “Modified Bike” Class regulations

	Bracket / Class	Type	Distance	Elapsed Time	Constraints Requirements
					<ul style="list-style-type: none"> • Medical required for bikes running quicker than 9.00 sec ¼-mile (valid for 3 years under 50, otherwise 2 years) • Current IHRA Technical Inspection (includes logbook) on all bikes running quicker than 9.00 sec ¼-mile, and all other motorcycles with a modified swing arm, frame or brakes • Specific helmet and protective clothing for the type and ET / mph performance of your vehicle as per requirements as set out in the applicable IHRA matrices
6.	V-Twins	Senior	¼-mile	9.00 seconds or slower	<ul style="list-style-type: none"> • Twin and triple powered motorcycles • Current IHRA Sportsman “Modified Bike”, Sportsman Street “Modified Bike B” licence, or IHRA Event licence as appropriate for your ET • Compliant with IHRA “Performance Bike – Super Twin Bike” Class Regulations • Where the bike requires or has an IHRA Technical Inspection, regardless of intended ET performance at the event, an IHRA Event licence is not permitted • Specific helmet and protective clothing for the type and ET / mph performance of your vehicle as per requirements as set out in the applicable IHRA matrices
7.	Junior Dragster (JD)	Junior	⅛- mile	AA – 7.60 seconds, <89.99mph A – 7.90 seconds, <89.99mph B – 8.50 seconds, <80mph C – 11.90 seconds, <60mph	<ul style="list-style-type: none"> • ½ scale dragsters • Compliant with IHRA “Junior Dragster” Class regulations • Current IHRA Junior Dragster licence and medical • Ages 8 to 18 inclusive <ol style="list-style-type: none"> AA – 15 to 18 years A – 13 to 18 years B – 11 to 18 years C – 8 to 10 years • Current IHRA vehicle technical inspection / logbook • Specific helmet and protective clothing for the type and ET / mph performance of your vehicle as per requirements as set out in the applicable IHRA matrices
	Junior Drag Bike (JDB)	Junior	⅛-mile	A – 8.50 seconds, <82.02 mph B – 9.50 seconds, <74 mph	<ul style="list-style-type: none"> • Production street motorcycles modified to the limits described in the Class regulations • Compliant with IHRA “Junior Drag Bike” Class regulations • Current IHRA Junior Drag Bike licence and medical • Two-stroke and off-road motorcycles prohibited • A – 13 to 18 years inclusive, engine capacity 161cc to 360cc • B - 12 to 17 years inclusive, engine capacity 120cc to 160cc • Current IHRA vehicle technical inspection / logbook • Specific helmet and protective clothing for the type and ET / mph performance of your vehicle as per requirements as set out in the applicable IHRA matrices