



Competitors Guide



400 THUNDER

COMPETITORS GUIDE

2019/20

Version 1



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Racing Formats - Professional Brackets

a) Elimination Format

Racing and Qualifying

First Qualifying Round

Lane Choice - Lane draw will occur randomly prior to the commencement of the event. Run Order - Highest position present from the current season or the finishing position in the Championship from the previous year will be used to select the pairing to run in, followed by 2nd on the table, etc. until all positions filled.

Second Qualifying Round

Lane Choice - Opposite lane to the lane assigned for the first qualifying round.

Run Order - Highest qualified competitor at that point in qualifying will select the pairing to run in, followed by 2nd qualified competitor, etc. until all positions filled.

Third Qualifying Round

Lane Choice - The highest qualified competitor at that point in qualifying will select the lane to run in, followed by the 2nd qualified competitor, etc. until all positions filled.

Run Order - Highest qualified competitor at that point in qualifying will select the pairing to run in, followed by 2nd qualified competitor, etc. until all positions filled.

Fourth Qualifying Round (if posted for an event)

This session does not count towards overall qualifying position.

Lane Choice - The highest qualified competitor at that point in qualifying will select the lane to run in, followed by the 2nd qualified competitor, etc. until all positions filled.

Run Order - Highest qualified competitor at that point in qualifying will select the pairing to run in, followed by 2nd qualified competitor, etc. until all positions filled.

First Elimination Round

Lane Choice - Highest qualified competitor in each pairing has lane choice.

Run Order – Highest qualified competitor will select the pairing to run in, followed by 2nd qualified competitor down through the top half of the field.

Second Elimination Round (if applicable)

Lane Choice - Lowest E.T. from the previous round has lane choice in each pairing.

Run Order – Lowest E.T. from the previous round will select the pairing run order.

Semi-Final Elimination Round

Lane Choice - Lowest E.T. from the previous round has lane choice in each pairing. Run Order – Lowest E.T. from the previous round will select the pairing run order.

Final Elimination Round

Lane Choice - Lowest E.T. from the semi-final elimination round has lane choice.



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Reserves – Seeding of the field will occur one hour prior to the commencement of eliminations. Should a qualified competitor withdraw following this point then reserves can be called in. Reserves can be called upon up until 15 minutes BEFORE the scheduled start of the first elimination round, as adjudicated by the Meeting Director. The use of reserves is restricted to the first round of eliminations.

Additional Qualifying Guidelines

In the event of an uneven field, where possible the solo run will be the final run of that qualifying round.

If a competitor is unable to run in the designated pairing then that qualifying round will be missed by that competitor, unless the reason for missing the pairing is caused by a genuine problem. The Meeting Director shall determine the legitimacy of the problem. The team must advise the Meeting Director of the situation as soon as a potential problem occurs, not at the last minute. If the Meeting Director is convinced of the legitimacy of the problem then that competitor will be have the opportunity to run at the back of that qualifying round, but must still run within the time allocated to that bracket's qualifying round. The opponent for that round will run on a solo in the original position.

Should a competitor be unable to make a round of qualifying after that qualifying round has been seeded, and then the other competitor scheduled to run in that pairing will run on a solo.

Once a competitor has entered the start-up area then if unable to stage for whatever reason (including unable to start) then that qualifying round will be missed and the competitor in the other lane will run on a solo.

Should a qualifying round for a bracket commence but be unable to complete due to any reason, including weather conditions or time curfew, then all qualifying runs completed for that bracket in that round of qualifying will be disallowed.

In the event of shortened qualifying and only two qualifying rounds are possible, the competitors will be required to run each qualifier in a different lane.

If four qualifying rounds are scheduled and this is shortened to three before the running of the third qualifying round, then the guidelines for a three qualifying round meeting will be adopted.

Once a lane has been allocated for a qualifying round then that lane cannot be changed under any circumstances.



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Additional Elimination Guidelines

If a competitor is unable to run in the designated pairing then that elimination round will be lost, unless the reason for missing the pairing is caused by a genuine problem. The Meeting Director shall determine the legitimacy of the problem. The team must advise the Meeting Director of the situation as soon as a potential problem occurs, not at the last minute. If the Meeting Director is convinced of the legitimacy of the problem then that pairing will be moved to the back of that round of eliminations, but must still run within the time allocated to that bracket's elimination round.

Competitor Numbers

For all 400 Thunder Professional rounds a minimum of four competitors must enter a championship round, by close of entries, for that bracket to proceed. Additionally a minimum of four competitors must attempt to qualify, with a minimum of three competitors contesting the first round of racing, in order for competitors to be awarded relevant championship points. Only 20 points will be awarded to each competitor, who attempted to qualify, on fields that do not meet the required numbers.



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Points Allocation for Professional Series Elimination Format

The 400 Thunder Professional Series, Championship points schedule provides performance bonuses.

Points from all rounds are included in the series total

Eight (8) Car Field Points

Winner	100
Runner Up	80
Semi Final Lose	60
Quarter Final Lose	40
Non Qualifier	20
Low ET	5
Top Speed	5

Sixteen (16) Car Field Points

Winner	100
Runner Up	80
Semi Final Lose	60
Quarter Final Lose	40
First Round Lose	20
Non Qualifier	10
Low ET	5
Top Speed	5

QUALIFYING POINTS

8 Vehicle Field		16 Vehicle Field	
Top	8	Top	8
Second	7	Second	7
Third	6	Third	6
Fourth	5	Fourth	5
Fifth	4	Fifth & Sixth	4
Sixth	3	Seventh & Eighth	3
Seventh	2	Ninth- Twelfth	2
Eighth	1	Thirteenth - Sixteenth	1



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b) All Run Format (ARF) – Professional - As at August 2019

Round 1	
Seeding	Seeded from Championship position coming into the event. If they haven't competed in the championship use previous year or if new competitors seeded at bottom of field in ascending numerical order of racing number.
Pairings	PRO Ladder
Bye Run	If a bye occurs it will be the lowest seeded car/bike from the championship position.
Lane choice	Lane to be selected by the highest seeded car/bike in each pair. In the event that neither car/bike in the pairing has points in the championship, a coin flip will determine lane choice.
Run order	Lowest pair through to highest pair. Bye run runs second pair regardless.
Points	Each win is worth 20 points, lose is 5 points. Points are awarded for ET's – Low ET = 8 points, thru to 8 th = 1 point

Round 2	
Seeding	Position determined from point score after 1 st round
Pairings	PRO Ladder
Bye Run	If a bye occurs it will be the lowest seeded car/bike after 1 st round. If they have already had a bye it will be the second lowest seeded car/bike.
Lane choice	Lowest E.T from first round in each pair gets choice
Run order	Lowest pair through to highest pair. Bye run runs second pair regardless.
Points	Each win is worth 20 points, lose is 5 points. Points are awarded for ET's – Low = 8 points, thru to 8 th = 1 point



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Round 3	
Seeding	Positions determined from point score after 2 nd round
Pairings	Highest verses 2 nd highest (e.g. 8 car/bike field 1v2, 3v4, 5v6, 7v8). The last pairing must be the final to determine 1 st and 2 nd place for the event
Bye Run	If a bye occurs it will be the lowest seeded car/bike after 2 nd round. If they have already had a bye it will be the second lowest seeded car/bike.
Lane choice	Lowest E.T from second round in each pair has choice
Run order	Lowest pair through to highest pair, Bye run runs second pair regardless. Then the "Final" 1v2. The last run is to determine the event winner
Points	20 bonus points for making the final (1 & seeded car/bikes). Each win is worth 20 points, lose is 5 points. No E.T. points for this round.

Other

Low ET and MPH points	No E.T points awarded for final round. Event win and lose points plus round win and lose points only. Speed Points are disregarded for this event.
Event results	Winner and runner up determined by last pass
Championship Points	Accumulative points from rounds total and added to Championship points
Attendance Points	Each competitor will receive an additional 20 championship points for competing at the event. A competitor must enter the burnout water box under power on race day (test run or racing round) to receive the 20 points.
Tie Breakers	In the event that two competitors are tied on points after Round 2 (to determine who advances to the final), then the racer with the quickest elapsed time in Round 2, will win the tie breaker. In the event of identical elapsed times, the competitor with the fastest speed of Round 2 will be the 2nd tie breaker.
ET points	A competitor must record a valid ET in any round of racing in order to receive relevant ET points



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400 Thunder Sportsman Championship Series Regulations for 2019/20

Competitors will be able to accumulate a maximum of 250 series points prior to the finals. The only exception to this will be competitors in the Performance Brackets, being Supercomp & Performance Bike, who will have the chance to earn qualifying points per event, including the finals, that will not be included as part of any points capping. These points are awarded as follows: No. 1 – 5 Points, No. 2 – 5 Points, No. 3 – 3 Points, No. 4 – 2 Points, No.5 – 1 Points.

To be eligible for the title of either Champion or Runner-up, a competitor must contest a minimum of three events, including the finals.

Points accrued at the final event will then be added to the competitors capped points total to determine the champions in each bracket. In the event of a tie, the championship will be awarded to the competitor who progressed through the most rounds of eliminations at the final event. In the event that this still leaves a tie, this would then settled by awarding to the competitor who performed better in relation to their class index or dial-in in their last round of racing.

Pro Radial & Extreme Bike competitors will compete under the ARF (All Run Format) for all events except the final event, which will be contested under the Elimination format.

For all competitors, the event at Springmount Raceway will be considered an interstate event. The event at Springmount Raceway will also attract a 50% bonus to any points earned by competitors contesting this round.

For Queensland and New South Wales competitors, the requirement will be two local meets, plus one interstate event.

For those without a home state round (i.e. Victoria, Western Australia, Northern Territory and South Australia), they must compete in the finals and two other events of their choice.

In the event of a round being cancelled due to weather, points will be awarded up to the position where racing stops, with each racer attempting to qualify receiving 20 points if no eliminations have been run.

A minimum of six competitors must enter a bracket by close of entries, further to that a minimum of six competitors must attempt to qualify, and a minimum of three must contest first round, in order for the bracket to be contested as a championship event. Only 20 points will be awarded to each competitor, who attempted to qualify at a valid commenced event, on fields that don't meet the required numbers.



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Brackets must also be contested at a minimum of three events in order to be eligible for championship status.

Note – The below points allocation table is applicable only to sportsman championship brackets running the elimination format. Pro Radial & Extreme Bike competitors please refer to the All Run Format page for relevant points allocation method for the relevant ARF rounds.

SPORTSMAN ELIMINATION POINTS ALLOCATION

FIELD SIZE	WIN	R/UP	SEMI	QTR	RND	RND	RND	RND	QUAL
65 – 128	100	90	80	70	60	50	40	30	20
33 – 64	100	90	80	70	60	50	40		20
17 – 32	100	90	80	70	60	40			20
9 – 16	100	90	80	60	40				20
6 – 8	100	90	70	40					20

SuperComp

Commencing the 2019/20 Season, Super Stock and Competition will be posted as one combined bracket of up to 16 vehicles known as SuperComp Eliminator. The only exception to this will be the Grand Final event, which will be contested as a maximum 32 vehicle field.

Points Accruing

In the Performance and Sportsman classes, entrants may only accrue points as a driver/rider/bracket combination. Changes of classes within the same Eliminator are permitted with no points penalty, providing all compliance is met with any applicable class swapping rules.



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All Run Format (ARF) - Sportsman

As at August 2019

Round 1	
Seeding	Position determined from completed qualifying
Pairings	PRO Ladder
Bye Run	If a bye occurs it will be the lowest seeded car/bike.
Lane choice	Lane to be selected by the highest seeded car/bike in each pair
Run order	Lowest pair through to highest pair. Bye run runs second pair regardless.
Points	Each win is worth 20 points, lose is 5 points. Points are awarded for ET's – Low ET = 8 points, thru to 8 th = 1 point

Round 2	
Seeding	Position determined from point score after 1 st round
Pairings	PRO Ladder
Bye Run	If a bye occurs it will be the lowest seeded car/bike after 1 st round. If they have already had a bye it will be the second lowest seeded car/bike.
Lane choice	Lowest E.T from first round in each pair gets choice
Run order	Lowest pair through to highest pair. Bye run runs second pair regardless.
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Round 3	
Seeding	Positions determined from point score after 2 nd round
Pairings	Highest verses 2 nd highest (e.g. 8 car/bike field 1v2, 3v4, 5v6, 7v8). The last pairing must be the final to determine 1 st and 2 nd place for the event.
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Run order	Lowest pair through to highest pair, Bye run runs second pair regardless. Then the "Final" 1v2. The last run is to determine the event winner
Points	20 bonus points for making the final (1 & 2 seeded cars/bikes). Each win is worth 20 points, lose is 5 points. No E.T points for this round.

Other

Low ET and MPH points	No E.T points awarded for final round. Event win and lose points plus round win and lose points only. Speed Points are disregarded for this event.
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Attendance Points	Each competitor will receive an additional 20 championship points for competing at the event. A competitor must enter the burnout water box under power during the event (qualifying run or racing round) to receive the 20 points.
Tie Breakers	In the event that two competitors are tied on points after Round 2 (to determine who advances to the final), then the racer with the quickest elapsed time in Round 2, will win the tie breaker. In the event of identical elapsed times, the competitor with the fastest speed of Round 2 will be the 2nd tie breaker.
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Racing Outcomes – All Brackets

Every race must aim to produce a winner, including the All Run Format (ARF). A race is deemed to have started once both competitors have entered the 'hands of the starter' area. The outcome of a paired race may be determined by using the first or worst infraction. Video footage provided by the official 400 Thunder broadcaster of the series may be used at the discretion of the Meeting Director/Chief Steward to assist or adjudicate on determining racing outcomes and also any racing infractions or protests.

A vehicle is deemed to be in the 'hands of the starter' when the front wheel(s) enter the designated burnout area. This designated burnout area may be different for each track, and competitors should be able to find this information readily in the track regulations for each facility.

Further to this, all bye runs must produce a winner provided that the competitor can get their vehicle in the 'hands of the starter' under its own power, without infracting on any rules around non self-starting vehicles. To clarify, it is not a requirement that a competitor must accept the tree to win on a bye, they only need to meet this criteria of being in the 'hands of the starter' to be awarded the win.

Seeding – All Brackets

Seeding will be relevant to the Racing Format and appropriate for either 400 Thunder Drag Racing Series or Sportsman Series.

For Elimination style racing, the 400 Thunder Drag Racing Series will use the IHRA Australia Competition Seeding Sheets. These sheets have separate seeding charts for Professional / Performance classes as well as Sportsman classes.

These Seeding Sheets are available at www.ihra.com.au

All Run Format (ARF) racing seeding is described previously in this document separately for both the Professional and Sportsman regulations of this racing format.

Electrimotion

All Top Fuel, Pro Slammer and Pro Alcohol, as well as any Performance or Sportsman vehicles capable of running faster than 6.00 seconds, must have the Electrimotion safety shut down system installed and operational at all times.