

## 2 COMPETITOR INFO

### 2.1 Participant Acknowledgement of Risk

In consideration of being granted entry to an event or access to an activity the participant agrees; to release the venue, the Australian National Drag Racing Association Ltd (ANDRA), promoters, sponsor organisations, land owners and lessees, organisers of the event, race teams, competitors, their respective servants, officials, representatives and agents (collectively, the "Associated Entities") from all liability for death, personal injury (including burns), psychological trauma, loss or damage (including property damage) ("harm") howsoever arising from participation in or attendance at the event (including any negligence on the part of the Associated Entities), except to the extent prohibited by law; that the Associated Entities do not make any warranty, implied or express, that the event services will be provided with due care and skill or that any materials provided in connection with the services will be fit for the purpose for which they are supplied; and; to attend or participate in the event at their own risk,

The participant acknowledges that; the risks associated with attending or participating in the event include the risk that you may suffer harm as a result of:

Motor vehicles (or parts of them) colliding with other motor vehicles, persons or property;

Acts of violence and other harmful acts (whether intentional or inadvertent) committed by persons attending or participating in the event; and

The failure or unsuitability of facilities (including grand-stands, fences and guard rails) to ensure the safety of persons or property at the event.

Motor sport is dangerous and that accidents causing harm can and do happen and may happen to the participant.

The participant accepts the conditions of, and acknowledge the risks arising from, attending or participating in the event and being provided with the event services by the Associated Entities, and agrees to read and sign all required entry forms, including the Acknowledgement of Risk statement and other such releases as shall be required by ANDRA and their insurers.

### 2.2 Go ANDRA Racing

Want to get on the track and not look like a first-timer? Well read on, as we cover ANDRA Drag Racing basics for first time competitors, as well as some of the "secrets" of drag racing.

This section of the ANDRA Rulebook will give you the fundamentals of drag racing. We'll also tell you when you need an ANDRA Licence and how to get one. This won't make you an expert racer overnight but at least we can give you a head start.

#### 2.2.1 Introduction

ANDRA Drag Racing is one of the most popular motor sports in this country. With off-street meetings run by all ANDRA Member Tracks, it's also one of the most accessible, and it's not a big step from there to the competition events. From the outside, drag racing looks simple – two cars or bikes race each other to the finish line after getting the green light. Well, there's a bit more in it than that and newcomers to the eighth mile, 1000 foot or quarter mile racing can find it a little daunting with pre-stage and full-stage lights, red light starts, reaction times, handicaps, break-outs and so on.

#### 2.2.2 Types of Racing

ANDRA Drag Racing utilises a number of different formats for the various classes of racing.

The most popular area of the sport is "dial your own" competition. It handicaps fast cars or bikes against slow ones and as the name suggests, you nominate your own time. The slow vehicle gets the head start, which is programmed into the startline "Christmas Tree". To stop someone nominating a time they can beat themselves to gain an unfair advantage, a "breakout" rule is applied. Put simply, if

you nominated 14.00 seconds as your "dial-in" and ran 13.99 or quicker, you lose the race. If your opponent does the same thing it's a "double breakout" and the person breaking out by the least amount wins. The timing equipment sorts this out immediately, but this is where the vehicle that gets to the finish first doesn't always win.

#### 2.2.2.1 Off-street meetings

Off-street events are usually quite informal and most racing happens on a "heads-up" basis. Some tracks may organise brackets later in the event, so people can race against each other using "dial your own" handicaps.

Off-street events are where the majority of people get their first taste of ANDRA Drag Racing. You can organise things early by ringing the track office a few days beforehand, or just enter on the day at the gate. All tracks have good signage and helpful officials who'll direct you into the paddock area. From there you'll need to go to the scrutineering bays where a quick inspection will be carried out to make sure your car or bike is in a condition suitable for the race track. Don't forget to have an approved crash helmet, long pants and sleeves, shoes and socks. Motorcycles don't need a seat belt of course, but helmets, long trousers and leather jackets are all required.

You'll need your civil driver's licence and you'll also need to buy an ANDRA Divisional Licence, which makes you an ANDRA Member for the day. This means you have to comply with the rules of the event and ANDRA, and it also means you're automatically protected by ANDRA Public Liability cover in the event that you injure someone or damage their property. The ANDRA Divisional Licence costs just \$5.00. It's available from the ANDRA Stewards on the day, and some tracks include it with your entry fee.

#### 2.2.2.2 Off-street or "grudge"

Off-street events are a great place to start racing. As long as you don't run quicker than 12.00 (or 11.00 for cars originally fitted with airbags and 4-wheel disc brakes, 10.00 for 2008 or later model cars) over the quarter mile in your car, 10.00 for motorcycles (or 9.50 on a unmodified factory-built motorcycle), you can get a basic licence on the day and have the time of your life. Many tracks also provide brackets at Pro Am and National (Open) events for racing at that level.

If things get a bit more serious and you run under the times mentioned you'll need to join ANDRA, have a medical in most cases and apply for an Unlimited or Super Street ANDRA Licence. You'll be able to step up to Super Street or Modified Bike and be part of ANDRA Championship competition at national levels if you choose to go to that level.

#### 2.2.2.3 Group Four - Fixed Index

Fixed Index racing is where the time that everyone must run is fixed at 9.90 for the 1/4 mile or equivalent for other distances. The breakout still applies.

Super Gas is run under the fixed index system.

#### 2.2.2.4 Group Three - "Dial your own" Handicap

DYO handicap racing is very fair. It provides close competitive racing at a level you nominate.

As well as special brackets at most events, the "dial your own" system is used in Junior Dragster, Modified Bike, Super Street, Super Sedan, Modified and Supercharged Outlaws.

#### 2.2.2.5 Group Two - Class Index

The class indexes are set by cars and bikes in the same class anywhere in Australia. The class "Index" is calculated by ANDRA from the National Record for each class, or nominated Class Minimums in the case of new or amended classes.

The difference in index is monitored by ANDRA and an "index factor" is applied to each elapsed time set for each class.

When two racers approach the startline, the difference between their Index is programmed into the system and the slower vehicle gets the head start. There is no "breakout". You can go as quickly as you like and the first to the finish line wins, but quick times will eventually lower your class index.

Class Indexes are used in Competition, Super Stock, Super Compact and Competition Bike.

### 2.2.2.6 Group One - "Heads Up"

This style of competition, that drag racing started with, is known as heads-up racing. Both lanes get the green light at the same time, after one flash of all the yellows simultaneously, which is known as the "pro start". The first to the finish line wins.

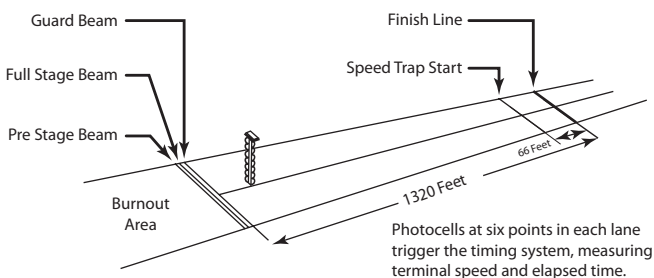
Top Fuel, Top Alcohol, Top Doorslammer, Top Bike, Pro Stock and Pro Stock Motorcycle use "heads-up" starts.

### 2.2.3 Going Racing

Once you pass scrutineering, you can go straight to the staging lanes and line up to go to the startline.

◇ NOTE: Any racer who is unfamiliar with the track layout or finish line location, should familiarise themselves before racing, or ask officials for advice if unsure. If you are racing for the first time, sit and watch the startline activity before going out there.

Once you get to the staging lanes, one of the officials will direct you to the burnout area. All tracks keep plenty of water on the surface here to get the wheels spinning. There's not too much of a rush at off-street level, but keep an eye on your competitor so you don't hold them up. Next thing to do is stage.



LAYOUT OF TIMING EQUIPMENT

### 2.2.4 Staging

The starting lights system, or Christmas Tree, is divided into two identical halves, one for each lane. There are three light beams at the startline, triggered by your front wheels. The first two, the Pre-Stage and Full-Stage beams are connected to the two lights at the top of the Christmas Tree. As you approach the top light will come on. This means you're around 20cm from the full-stage beam. Creep slowly forward until the second light comes on, put your foot or hand firmly on the brake, and you're ready. The race cannot be started until the full-stage light is glowing. Receiving the start will be interpreted as a racer being in full stage so that when they leave the start-line, a red or green light will be activated on the Christmas tree.

The third or 'guard' beam triggers the timers if it's broken in the case of very low cars. The timers also start when you clear the full-stage beam.

Now concentrate on the Christmas Tree. If you're "grudge" racing you may get a "pro start" where all the ambers flash once before the green. Otherwise, the three amber lights will flash down in sequence before your green light comes on.

#### Stage Lights

The stage lights are at the very top of the tree. They indicate when a vehicle has broken the beams for the pre stage or full stage conditions.

#### Pre Stage Lights

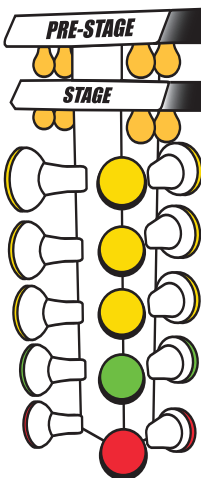
The pre stage lights warn drivers and riders that they are nearing the full stage beam.

#### Full Stage Lights

The full stage light comes on when the vehicle is staged (in the correct position for the start). The full stage light is operated by a stage beam that is broken by the front wheel. When the vehicle moves and the stage beam connects again the timing equipment is triggered. The timed distance starts at the guard beam.

#### Three Amber Starting System

On a 'Pro Tree' start, both vehicles start at the same time. All three amber lights will flash, four tenths of one second before the green light comes on. On a 'Handicap' start, the first amber on each side of the tree will countdown at four tenths of a second intervals starting from the racers handicap.



#### Red Light

If the front wheel of a staged vehicle moves before the green light comes on, the red light will come on instead. Anytime a red light is shown indicates a 'foul start'. The driver or rider in that lane is immediately disqualified, unless the run is a solo.

#### Green Light

The green light indicates that the driver or rider in that lane is free to leave the startline. Anytime a green light is shown indicates that a 'fair start' was achieved in that lane.

### 2.2.5 Racing

On the green, you drive or ride as quickly as you can to the finish line. This is marked on the track by diagonal lines, which also denote the finish line beams and the speed traps. These stop the timers the moment you cross the finish line, and they also measure your speed over the last 66 feet of the quarter mile.

Slow down and carefully take one of the turn offs, remembering the car or bike of your opponent is in the other lane.

Drive slowly back to the paddock area along the return road, and pick up your time slip. It will show your elapsed time and terminal speed, and in most cases your reaction time, which we'll talk more about later.

### 2.2.6 Getting better

If you'd like to race at a competition event, it's not really much harder than at the entry levels.

Tracks prefer you to pre-enter a couple of weeks in advance for these events.

Early in the event, qualifying sessions for the various brackets will be scheduled. You should get three opportunities to run against the clock and get a good idea of what your "dial-in" should be. At the end of the qualifying sessions, there may be a driver's briefing. If there is, you must attend and listen carefully to the Meeting Director.

Before racing starts, all vehicles will be seeded into brackets and lined up in the staging lanes. This is when you decide your "dial-in", which is written on your car or bike with a white marker, where the timing officials can see it.

If you've done two or three runs and they've been consistent, something just a bit quicker than your best is ideal. If you've been getting quicker all day, allow a bit more of a margin to avoid breaking out.

In ANDRA Drag Racing, we call the racing eliminations because every time a pair goes down the track, one is eliminated.

Drag Racing competition is almost always conducted as a tournament, like tennis. If you win the first round, you're automatically seeded into the next. At this point, if you think you'll go faster as you or the car or bike gets better, you can change your nominated "dial-in" for the next round. It's as simple as changing what's written on the window.

### 2.2.7 How to Get the Most Out of the Start

It's important to remember that each lane is timed independently of the other and that the timers do not start when the green light comes on. For example, if you waited on the startline after the green until your opponent crossed the finish line and then left, you could still run a quicker elapsed time and lose by a quarter of a mile. This is where the term 'reaction time' applies. It's the time between the green light coming on and the timers being started when your front wheel moves out of the full-stage beam. If you react better than your opponent does, you can gain an advantage.

The best reaction time possible is zero, which means you've left the start right at the point the green light came on. That's four tenths of a second after the last amber flashes. If you leave any sooner the red light at the bottom of the Christmas Tree will come on - which means you've jumped the start. Most newcomers to racing leave when the green light comes on. This results in a reaction time of around 1.1 seconds. If your opponent left with a perfect reaction, they would have a free head start of over half a second. Lesson number one in cutting a good light is to forget about the green. Try leaving as soon as you see the last amber light come on. You'll probably be surprised to find you don't red light.

So how can you leave successfully without waiting for the green light?

Medical studies tell us that humans generally react to things in around two tenths of a second. After that happens and you push the throttle open, your vehicle also takes time to react and move forward, taking the front wheel out of the stage beam. The total of all that is somewhere around the number we're looking for - four tenths of a second after the last amber flashes. That just about covers it. By increasing your understanding of how ANDRA Drag Racing works we'd like to increase your enjoyment of the sport. Now, it's time try it for yourself!

## 2.3 ANDRA Membership

ANDRA Membership is open to any person, and is available at three levels - Full, Associate and Crew. All three deliver a wide range of benefits.

### 2.3.1 Associate Membership

**(\$55** per year, inc GST, no Joining Fee)

- Available online at [www.andrashop.com.au](http://www.andrashop.com.au)
- Current ANDRA Rulebook
- Two ANDRA Stickers
- ANDRA Membership Card and free Wallet
- Four editions of the ANDRA Fastlane Magazine
- Free Divisional Drag Racing Licence for vehicles 12.00 (7.70 seconds 1/8th mile) and slower along with Category 2 ANDRA Personal Accident cover at Off Street Meetings.
- In order for a membership card to be issued, you must supply a recent passport sized photograph. To re-issue a lost or stolen membership card, a fee of \$15.00 (inc GST) is payable.

### 2.3.2 Full Membership

**(\$110** inc GST per year, no Joining Fee)

As per associate membership, plus;

- Available at [www.andrashop.com.au](http://www.andrashop.com.au)
- Access to Category One ANDRA Personal Accident cover.
- Voting rights at Divisional level.
- Opportunity to nominate for the ANDRA Divisional Council in your Division.
- ◇ NOTE: In order for a membership card to be issued, you must supply a recent passport sized photograph. To re-issue a lost or stolen membership card, a fee of \$15.00 (inc GST) is payable.
- ◇ NOTE: Full ANDRA Membership is compulsory for Parent/Guardians of junior competitors, and for all vehicle owners who are not current licence holders but require an ANDRA Logbook.

### 2.3.3 Crew Membership

- Available in both Full and Associate Membership options, with benefit packages applicable to membership level.
- Crew membership upgrade is available to licence holders and current members.
- Special credential displaying acceptance of annual Acknowledgement of Risk Statement so that completing the sign on sheet at events is no longer necessary. (Requires completion of Acknowledgement of Risk Statement with Membership Application)

Full Membership is available to corporations and other groups for the purpose of holding an ANDRA Vehicle Log Book or supplying homologated products to racers.

## 2.4 ANDRA Racing Credentials

All competitors taking part in any drag racing event staged under an ANDRA Event Permit are required to be in possession of a valid and current permanent ANDRA Drag Racing Licence, or a temporary licence where a permanent licence is not required.

All entrants in any ANDRA Group 1 or Summit Racing Equipment Sportsman Series round, must hold a permanent ANDRA Drag Racing Licence at the appropriate level. DDL's are not acceptable in ANDRA Championship categories at these events.

Licence Level	Included Membership
GOL - Group One Licence	Full Membership
UDL - Unlimited Drag Racing Licence	Full Membership
SSL - Super Street Licence	Associate Membership
JCL - Junior Competition Licence	Associate Membership
DDL - Divisional Day Licence	Associate Membership*

\*Obtaining a Divisional Drag Racing Licence confers honorary ANDRA Membership upon the holder at the Associate level, for the duration of the event for which it is valid.

The licence hierarchy allows that the holder of a higher level licence (as per the table above) be allowed to compete using the higher level licence.

The ANDRA Injured Drivers Benefit Fund Levy is applied to all ANDRA Licences excluding Divisional Day Licences.

- ◇ NOTE: Any motorcycle rider not wearing full leathers will not be eligible for ANDRA Personal Accident benefits.

### 2.4.1 Junior Competition Licence (JCL)

The Junior Competition Licence is issued to applicants between the ages of 8 and 16 years old, for participation in Junior Dragster Eliminator.

A Medical Examination will be required at time of licence application.