



# Dobinson's King of the Strip

## Brackets

<b>Petrol Limited:</b>	Naturally aspirated Petrol Engine Vehicles with Capacity up to 6.3L and Forced induction petrol vehicles (either turbocharged or supercharged) with capacity up to 3.5L.
<b>Petrol Unlimited:</b>	Naturally aspirated Petrol Engine Vehicles with Capacity 6.4L and over, and Forced induction petrol vehicles (either turbocharged or supercharged) with capacity 3.6L and over.
<b>Diesel:</b>	All diesel vehicles.
<b>4x2 (Open Class):</b>	4x4 vehicles modified to 4x2! Diesel, Petrol, Methanol, N/A, Supercharged, NOS, Slicks - ANYTHING GOES!! These vehicles and racers must meet all current IHRA vehicle and licensing requirements. (Prize TBA)

## Safety Requirements & Tips

Safety is number one. We want to make sure that everyone is racing in a safe matter and having fun at the same time. All [Willowbank Raceway Street Vehicle Regulations](#) apply.

### **Clothing requirements**

All entrants racing on the day are required to wear long pants, a long-sleeved shirt, enclosed shoes and a helmet. Helmets can be used and should be in good condition, less than 10 years old (check the date tag inside your helmet) and must have an Australian Standard or ECE European Standard sticker on it and should be free from defects.

## **Vehicle Safety**

Make sure that the vehicle doesn't have any loose items in racer's view i.e. Dash mat and anything on the dash. During take-off something might fly off the dash hurting or obstructing the view of the racer.

## **Vehicle Requirements**

As per Willowbank Raceway Street Vehicle Regulations, all vehicles must have at minimum a 3 points seatbelt. Vehicles are subject to IHRA General Requirements. The entrant is responsible for ensuring the vehicle complies and is safe to race. Some Basic information can be found below. For vehicles expected to run faster than 11.00 seconds the entrant should read the rulebook located on the [IHRA website](#) for clarification of further requirements.

### **General**

Vehicle should be in good working order and free from any oil, fuel or coolant leaks. Chassis must be in good condition and free from structural defects and excessive rust.

### **Crank line Centre Heights**

Maximum crankshaft centreline heights are listed as below (measured from centre of crankshaft to ground).

- 36 inches / 915mm for vehicles running 12.00 seconds 1/4 mile / 7.64 seconds 1/8 mile and slower.
- 31 inches / 785mm for vehicles running 11.99 to 10.00 seconds 1/4 mile / 7.63 to 6.36 seconds 1/8 mile.
- 24 inches / 610mm for vehicles running 9.99 seconds 1/4 mile / 6.35 seconds 1/8 mile and quicker.

All measurements are to be made from level ground with racing pressure in the tyres.

### **Wheels and Tires**

Wheels and tires should be in good condition. Tires must not have any cord or belt showing and tread depth must exceed the minimum tread depth indicator. All wheels must not have any missing wheel nuts.

### **Nitrous Oxide**

Vehicles using Nitrous Oxide systems must comply with the IHRA regulation in the rulebook located on the [IHRA website](#).

### **Suspension, Brakes and Steering Suspension**

Brakes and steering systems must be in good working order. Brake pads should have sufficient pad depth. All suspension parts, linkages and steering boxes, pumps and linkages should be in good condition and free from excess free-play.

### **Exhausts**

For all turbocharged vehicles that are not fitted with at least 1 muffler the exhaust tip must have 2 bolts 3/8" or 10mm in diameter drilled and installed across the diameter of the exhaust tip at 90 degrees to each other to prevent the exit of debris in the event of a turbine failure.

## **Engine, Gear box and Diff Leaks**

Engines, Gear boxes and Diffs should be free from any oil leaks. Please make sure that all oil fitting, bungs and filters are done up tight. A radiator overflow bottle will have to be in place before racing the event.

## **Roof Rack & Rear Bar attachments**

Shovels, Jerry cans in holders, Maxtraxs or Wheely bin bags will have to be removed before racing. This is due to IHRA ruling.

# **COMPETITION RULES & REGULATIONS**

## **Race Format**

The race format is a Dial-Your-Own Chicago Shootout. This means on the day competitors will be scheduled – 3 Qualifying passes, 3 Rounds of racing, with the chance of a pass in the finales. After your 3 Qualifying you will have the chance to Dial-In your times – This is where you can win. There are 2 things that come into play – your reaction time at the lights and how consistent your times are down the track. The 3 Rounds of racing passes will give you the chance to Dial these times in as close as possible.

## **Dial Your Own Race**

We make "Qualifying passes" to determine what a vehicle may be capable of in the quarter mile. Once these passes have been made, we need to write the "DIAL-IN" on the left side of the vehicle. During RACING, two vehicles in the same bracket approach the burnout box. As they approach, our tower staff read the "Dial-ins" from the vehicles and enter them into the computer. These "DIAL-INS" will be shown on the scoreboards at the end of the track, it is the responsibility of the competitor to ensure the DIAL-IN is accurate. If the dial-in is accurate, the racers approach the starting line. If the dial-in on the scoreboards is different to that displayed on the vehicle the driver is required to alert race officials BEFORE going into stage. Once both parties are FULLY STAGED, the starter will activate the starting sequence.

Whichever vehicle had the higher (slower) number, will get a head start on their side of the Christmas Tree - in effect setting you both up for a TIE. This is where your reaction time comes into play. You can change this dial in after each run if you need to keep fine tuning it.

If you dial in a 15.0 and run anything quicker (14.99 or less), this is known as a Breakout and counts as a loss. This keeps racers from setting their dial-in too high to gain an advantage over the other racer.

## **Chicago Shootout**

Chicago Shootout racing is structured over three rounds. All racers participate in each round, irrespective of their performance in previous rounds.

Initial pairings are often based on qualifying times. Subsequent rounds adjust pairings to ensure varied competition (so racers do face each other more than once). After the three rounds of racing, the two racers with the most wins advance to the final. In cases where multiple racers have the same number of wins, tiebreakers such as closest elapsed time to their nominated dial-in or best performance in the last round are used to determine finalists.

These last races will determine each bracket's winners and runner-up.

## **King Of The Strip (Open to 4x4 Brackets Only)**

Once the Winner of each bracket has been determined in the semi-finals, the 3 Winning competitors will come together at the head of the staging lanes and reach into a Black bag to retrieve a ball - either Blue or Red. The 2 racers that get a Red ball will pair up for one race - eliminating the loser. The winner of that race will then take on the Winner that picked the Blue ball. This will be the Grand Final and determine who is the KING OF THE STRIP!

## **The Tree**

Once both vehicles are fully staged and the starter pushes the GO button, the tree sequence will be Yellow, Yellow, Yellow, GREEN - with 0.400 seconds in between each light.

This gives the racers an equally timed sequence each time so they may attempt to take off as close to GREEN as possible.

Most racers let go of the brakes and go full throttle around the second or third Yellow light.

If you leave the line too soon, you will actually trigger a RED light - which counts as a loss.

If this does happen to you, just floor it and GO! You have nothing to lose and can use the run as another effort to collect data used to set your dial-ins.

Your goal will be to leave the line as close to 0.000 seconds before the green.

This is what we call Reaction Time, and it is the great equaliser of racers. Your vehicle does NOT have to be very fast, as long as you are sharp at the TREE.