



NATIONAL DRAG RACING CHAMPIONSHIP

COMPETITOR RULES & REGULATIONS

NDRC ENTERTAINMENT PTY LTD

22ND SEPTEMBER 2025

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COMPETITOR RULES & REGULATIONS

Purpose: To provide instruction, information, rules & regulations for Competitors within the National Drag Racing Championship to follow during the 2024/2025 Season.

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VERSION CONTROL & APPROVALS

REVIEW & APPROVAL

Action	Name and Role	Position
Prepared by	Lily Saunders / Grant Stephens	Event Coordinator / Points Manager
Technical review by	Grant Stephens	Points Manager
Assurance review by	Matt Pickett	Event Manager
Approved by	Andy Lopez	Managing Director

REVISION HISTORY

Revision	Description	Date
A	Version 1 for Submission and Use	06/09/2024
B	Version 2 for Submission and Use	02/04/2025
C	Version 3 for Submission and Use	22/09/2025

1. NDRC SERIES BRACKETS

1.1 NDRC SERIES – GROUP 1 BRACKETS (PROFESSIONAL)

- Top Fuel
- Nitro Funny Car
- Pro Alcohol
- Top Fuel Motorcycle
- Top Doorslammer
- Pro Stock
- Pro Mod
- Pro Stock Motorcycle

1.2 NDRC SPORTSMAN SERIES – GROUP 2 BRACKETS (PERFORMANCE)

- Super Competition
- Performance Bike

1.3 NDRC SPORTSMAN SERIES – GROUP 3 & 4 BRACKETS (SPORTSMAN)

- Supercharged Outlaws
- Top Sportsman
- Super Sedan
- Modified Eliminator
- Super Street
- Modified Bike
- Super Gas
- Junior Dragster
- Junior Drag Bike*

*Development Brackets – The NDRC wants to encourage the development of emerging brackets. This season, Junior Drag Bike will be treated as a National Championship bracket, earning points and trophies throughout the season. However, to qualify for National Championship status at the Winternationals, Junior Bikes must have at least four (4) competitors racing at three (3) NDRC points scoring rounds (including the ANDRA series) by the conclusion of the Nitro Champs in Sydney.

2. NDRC CHAMPIONSHIP CALENDAR

2.1 NDRC PROFESSIONAL SERIES

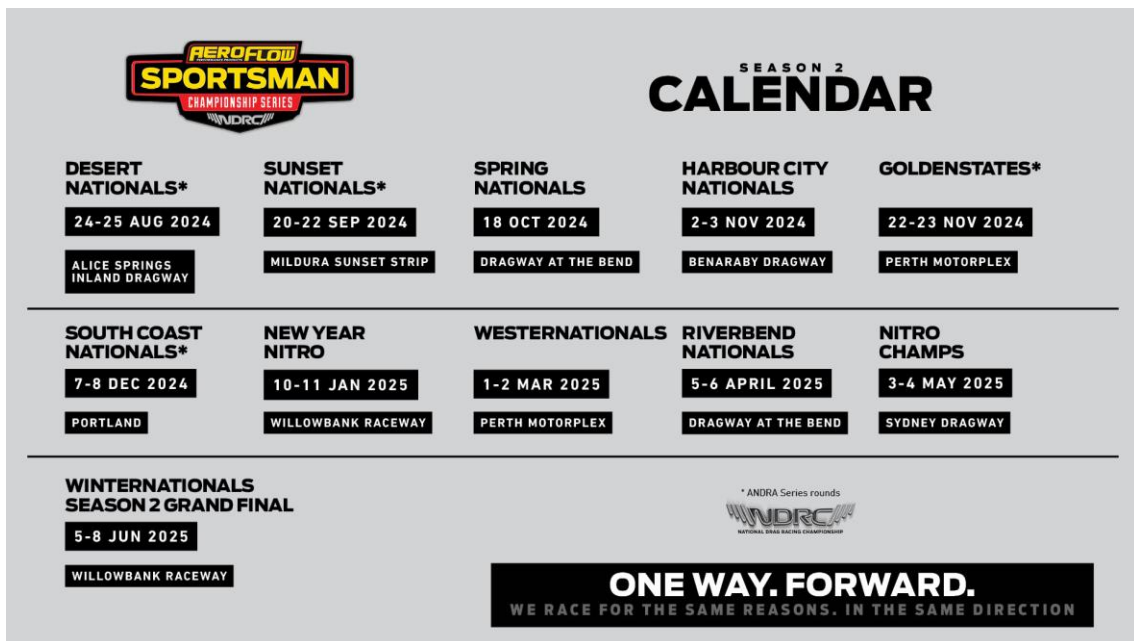


SEASON 2 CALENDAR

Event	Dates	Location	Classes
SPRING NATIONALS	18-20 OCT 2024	DRAGWAY AT THE BEND	TOP FUEL, NITRO FUNNY CAR, TOP DOORSLAMMER
DRAGBIKE NATIONALS	9 NOV 2024	DRAGWAY AT THE BEND	TOP FUEL MOTORCYCLE
NDRC PRO RACING	15-16 NOV 2024	SYDNEY DRAGWAY	PRO ALCOHOL, PRO STOCK, PRO STOCK MOTORCYCLE, PRO MOD
GOLDENSTATES	22-23 NOV 2024	PERTH MOTORPLEX	TOP DOORSLAMMER, TOP FUEL MOTORCYCLE
NITRO SLAM	4 JAN 2025	PERTH MOTORPLEX	TOP DOORSLAMMER, TOP FUEL MOTORCYCLE
NEW YEAR NITRO	10-11 JAN 2025	WILLOWBANK RACEWAY	TOP FUEL, NITRO FUNNY CAR
NDRC PRO RACING	8-9 FEB 2025	DRAGWAY AT THE BEND	PRO ALCOHOL, PRO STOCK, PRO STOCK MOTORCYCLE, PRO MOD
WESTERNATIONALS	1-2 MAR 2025	PERTH MOTORPLEX	TOP FUEL, TOP DOORSLAMMER, TOP FUEL MOTORCYCLE
NDRC PRO RACING	21-22 MAR 2025	SYDNEY DRAGWAY	PRO ALCOHOL, PRO STOCK, PRO STOCK MOTORCYCLE, PRO MOD
RIVERBEND NATIONALS	5-6 APR 2025	DRAGWAY AT THE BEND	TOP FUEL, NITRO FUNNY CAR, TOP DOORSLAMMER
NITRO CHAMPS	3-4 MAY 2025	SYDNEY DRAGWAY	TOP FUEL, NITRO FUNNY CAR, TOP DOORSLAMMER, PRO ALCOHOL, TOP FUEL MOTORCYCLE, PRO STOCK, PRO STOCK MOTORCYCLE, PRO MOD
WINTERNATIONALS	5-8 JUN 2025	WILLOWBANK RACEWAY	TOP FUEL, NITRO FUNNY CAR, TOP DOORSLAMMER, PRO ALCOHOL, TOP FUEL MOTORCYCLE, PRO STOCK, PRO STOCK MOTORCYCLE, PRO MOD

ONE WAY. FORWARD.
WE RACE FOR THE SAME REASONS. IN THE SAME DIRECTION

2.2 NDRC AEROFLOW SPORTSMAN SERIES



SEASON 2 CALENDAR

Event	Dates	Location
DESERT NATIONALS*	24-25 AUG 2024	ALICE SPRINGS INLAND DRAGWAY
SUNSET NATIONALS*	20-22 SEP 2024	MILDURA SUNSET STRIP
SPRING NATIONALS	18 OCT 2024	DRAGWAY AT THE BEND
HARBOUR CITY NATIONALS	2-3 NOV 2024	BENARABY DRAGWAY
GOLDENSTATES*	22-23 NOV 2024	PERTH MOTORPLEX
SOUTH COAST NATIONALS*	7-8 DEC 2024	PORTLAND
NEW YEAR NITRO	10-11 JAN 2025	WILLOWBANK RACEWAY
WESTERNATIONALS	1-2 MAR 2025	PERTH MOTORPLEX
RIVERBEND NATIONALS	5-6 APR 2025	DRAGWAY AT THE BEND
NITRO CHAMPS	3-4 MAY 2025	SYDNEY DRAGWAY
WINTERNATIONALS SEASON 2 GRAND FINAL	5-8 JUN 2025	WILLOWBANK RACEWAY

ONE WAY. FORWARD.
WE RACE FOR THE SAME REASONS. IN THE SAME DIRECTION

3. NDRC EVENT HOST TRACKS

3.1 Table 3.1.1

HOST TRACK	WEBSITE
Dragway at the Bend (SA)	https://www.thebend.com.au/dragway
Sydney Dragway (NSW)	https://www.sydneymotorplex.com.au/
Willowbank Raceway (QLD)	https://www.willowbankraceway.com.au/
Perth Motorplex (WA)	https://www.motorplex.com.au/
Springmount Raceway (QLD)	https://www.springmountraceway.com/
Alice Springs Inland Dragway (NT)	https://cadra.com.au/
Sunset Strip Mildura (VIC)	https://www.sunsetstrip.org.au/
South Coast Raceway Portland (VIC)	https://www.southcoastraceway.com.au/
Benaraby Dragway (QLD)	https://www.benarabydragway.com/

4. NDRC CONTACTS & POSITIONS

MANAGEMENT TEAM

NDRC PROMOTER

ANDY LOPEZ

PROJECT & GROUP 1 MANAGER

MATT PICKETT

TRACK PREPARATION MANAGER

JUSTIN SIMPSON

PROFESSIONAL STARTER

ANDREW CASOS

MARKETING MANAGER

NICKI AMELSVOORT

COMMERCIAL & SALES

TRENT DYBALL & MATT RICE

NDRC BROADCAST

NATHAN PRENDERGAST

EVENT COORDINATOR

LILY SAUNDERS

PRO DRAG RACING MANAGER

JASON HEDGES

SPORTSMAN LIAISON

GRANT STEPHENS

COMMUNICATIONS MANAGER

ADRIAN HODGSON

ENQUIRIES

INFO@NATIONALDRAGRACING.COM.AU

5. GENERAL NDRC RACING RULES

5.1 COMPETITION RULES AND REGULATIONS

Where not specifically mentioned in this document or other published materials from National Entertainment Pty Ltd (NDRC), please refer to Sanctioning Body and Track Supplementary written regulations for clarity.

5.2 ENTRY TO NDRC CHAMPIONSHIP EVENTS

Entry into the Event will be via the NDRC website or the Event/Track website. This will be published per Event. All entries must be submitted by the close of Entry date and time. By entering the Event, you agree to read and agree to all NDRC, Track and Sanctioning Body's Rules and Regulations.

5.3 RACING

All racing will follow the individual Track Sanctioning Body (ANDRA/IHRA) safety regulations. Racing formats are explained in this document.

5.3.1 ELIMINATION FORMAT

- Only Winners will proceed to the next round of racing.

5.3.2 CHICAGO SHOOTOUT FORMAT (CSO)

- All competitors will compete in all three (3) rounds of racing regardless of winning or losing the previous race.

5.3.3 ALL RUN FORMAT (ARF)

- All competitors will compete in two (2) rounds of racing regardless of winning or losing the previous race. A third final round will feature, an A, B, C and D Final based on the eight (8) highest point scoring racers.

5.4 FIELD SIZES

Minimum field sizes are required for a Bracket to be contested at any Event.

Each bracket requires the minimum entrant numbers listed below to be pre-entered for it to be contested. Minimum field sizes are confirmed when nominations close. If the required number of entrants is met at that time, the bracket will proceed as a Championship round with full points and trophies awarded, regardless of any withdrawals that occur afterwards.

Field sizes of eight (8) or less vehicles may run the CSO format at the discretion of the NDRC.

5.4.1 PROFESSIONAL

- To constitute a contested bracket, a minimum of 4 entries are required. However, Event Promoters and/or Track Management reserve the right to establish higher minimum entry thresholds at their discretion.

5.4.2 SPORTSMAN

- 4 car/bike minimum Sportsman fields at Sportsman standalone Events.
- 6 car/bike minimum Sportsman fields at Professional rounds.
- 4 bike minimum Sportsman Junior Drag Bike.
- Other non-Championship Brackets at the discretion of the NDRC.
- Field sizes may be restricted due to Venue capacity.

5.5 TESTING & LICENSING

NDRC reserves the right to allow testing and licensing at NDRC Championship Events for any competitor.

5.6 AWARDS

All Championship Bracket Event Winners will receive a Gold Christmas Tree trophy and Championship Bracket Event Runners-Up a Silver Christmas Tree trophy.

All Championship Bracket Top Qualifiers will receive a medallion.

5.7 VEHICLE SIGNAGE

If applicable, all participants will be required to prominently display on their vehicle the NDRC logo, series sponsor and category sponsor. Decals for this purpose will be supplied by NDRC at Event competitor registration. If these decals are not affixed prior to eliminations commencing, the participant may not be eligible for Event points or awards.

5.8 COMMERCIAL ARRANGEMENTS

NDRC and/or the Venue holds the commercial rights at the Venue, including but not limited to the sale of food, beverage, signs, sponsorship, trade sites, ticket sales, parking, and entry fees. NDRC reserves the right to remove and/or disqualify any person or company found to be undertaking unauthorised marketing, promotion, commercial sale, or distribution of advertising or promotional material or products within the Venue.

5.9 COMPETITOR MERCHANDISE SALES

Competitors and/or Teams are permitted to sell Driver and Team specific apparel and merchandise at NDRC Events on the following conditions:

- All products, posters, apparel, and merchandise must feature that racer's name and/or team name and/or car identification.
- The sale of team merchandise must be conducted within the allocated Pit Paddock Bay only; and
- No "commercial" promotional or product giveaways are permitted unless approved in writing by the Venue or NDRC management.
- NDRC and the Venue reserves the right to order the withdrawal from sale or display of any item considered offensive or inappropriate or violates State or Federal laws.

5.10 COMPETITOR SPONSORSHIP EXPOSURE

Within their designated Pit Paddock area Competitors and/or Teams are permitted to display Team and sponsor signage, banners, flags, and relevant promotional material. Distribution or sampling of any products is not permitted without approval from the Venue and NDRC. The use of promotional personnel is permitted within the team's designated Pit Paddock area and when the vehicle is in transit to the track. Team promotional personnel are not permitted to walk through the Venue distributing material or undertaking any promotional activities unless approved by the Venue or NDRC.

5.11 SPONSOR GRAPHICS AND ADVERTISING RESTRICTIONS

NDRC reserves the right to regulate any advertising or other material appearing on any participant and on the body of any vehicle or transporter participating in NDRC Events. Participants and vehicles may be excluded from competition and NDRC Events if, in NDRC opinion, any advertising or other material displayed on a person, race or support vehicle, or in a pit area or otherwise is not in the best interests of NDRC and motorsport. All advertising, signage and graphic must comply with "G" classification and be suitable for exposure to children attending the NDRC Events. No material, which in any way advertises tobacco products, may be displayed on any race vehicle or on the attire of driver/rider or crew.

5.12 PUBLIC RELATIONS

By entering NDRC Events all entrants agree to the Conditions of Entry and therefore to the use of photographic or digital images or video or film footage of themselves or their vehicles by NDRC Entertainment Pty Ltd, the Venue or by media outlets appointed by NDRC Entertainment Pty Ltd for the purposes of Event coverage or promotion if available.

5.13 VIDEO FOOTAGE

All video footage whether from the track or race crews is primarily for promotional purposes. It may be considered as adjudication for rule interpretation at the discretion of the NDRC. All broadcast rights over NDRC Events including but not limited to terrestrial, satellite, cable television, virtual advertising, and multimedia rights where the internet or any other method is used as a diffusion service, are held by NDRC Entertainment Pty Ltd and the Venue where applicable.

6. NDRC RACE FORMAT AND REGULATIONS – PROFESSIONAL

6.1 GENERAL REGULATIONS – PROFESSIONAL

These regulations apply across all Professional racing formats.

6.1.1 RACING

- To be a legitimate race Winner, a competitor's vehicle engine must start, stage under its own engine power, and *receive the start**. This rule also applies to bye/solo runs.
- Disqualification will occur if the competitor's vehicle crosses the centreline or hits the wall. If both competitor's vehicles infringe, *first or worse** rule applies.
- In the event of both competitor vehicles breaking before they *receive the start**, no race winner will be declared.
- If both competitors fail to *receive the start** - both competitors will be disqualified. E.G Both competitors vehicles leave the start line before the tree is activated.
- A reasonable amount of time will be allowed for driver/ rider to stage, with that determination being at the sole and absolute discretion of The Starter. Failure to stage upon The Starter's instructions is possible grounds for disqualification.
- If a competitor has failed to stage within seven (7) seconds of their opponent being permitted to do so the Starter may initiate the starting sequence at their discretion.
- Where a Venue utilises the Auto-Start system the staging timer is only activated when one (1) competitor is in Full Stage and the other in Pre-Stage.
- In all cases, any vehicle that has not completely staged will be disqualified.
- Once vehicle is in the hands of The Starter, if the engine stops the vehicle will be disqualified from racing unless it can be restarted without outside assistance. The use of remote starters to restart a vehicle that has stalled is not permitted.

- *EXCEPTION: Pro Stock Motorcycle & Pro Stock – Once in the hands of The Starter are allowed to restart with outside assistance and a remote starter as necessary. Any restarts must be completed in a time frame set by the discretion of the Starter as to not disadvantage their opponent. Should the restart time frame be exceeded, as determined by the Starter, the opposing competitor will be instructed to proceed to full stage. If the competitor is on a solo run, the time frame for restarts will be determined as such to not delay the racing program.*
- *EXCEPTION: Top Doorslammer & Pro Mod - Once in the hands of The Starter are allowed to restart with outside assistance as necessary - except the use of a remote starter is NOT permitted for restarts. Any restarts must be completed in a time frame set by the discretion of the Starter as to not disadvantage their opponent. Should the restart time frame be exceeded, as determined by the Starter, the opposing competitor will be instructed to proceed to full stage. If the competitor is on a solo run, the time frame for restarts will be determined as such to not delay the racing program.*
- A competitor in pre or full stage may back out and restage if their opponent has not entered Pre-Stage.
- If both competitors in a Final break, the Final may be re-run at the same Event or a future Event to classify an Event Winner by mutual agreement by NDRC and the Racers. In the case of this scenario, trophies will be awarded, but no Championship points will be awarded other than what the competitor would have normally received, that is, Runners-Up Points for both competitors.

6.1.2 POINTS

- For any competitor to receive Win points the vehicle must start, stage under its own engine power, and *receive the start**. This includes bye/solo runs.
- For any competitor whose vehicle starts and moves under its own power into the *hands of the starter** but cannot *receive the start** due to breakage will receive Lose points. This includes bye/solo runs.
- For any competitor who cannot *present** for a round of racing, will receive zero (0) round points.

6.1.3 GENERAL

- Disqualifications over safety infringements are the decision of the Sanctioning Body.
- Any disputes on seeding, run orders or racing regulations are to be directed to NDRC Management only.
- The NDRC reserves the right to modify turn-around times in the interest of ensuring the schedule of racing is completed. Failure to meet the scheduled race window may result in a change to the run order and in extreme cases, disqualification from that round.

- ***Receive the start** – Defined to be accepting the tree. Receiving the start will be interpreted as a competitor being in Full Stage so that when they leave the start line, a red or green light will be activated on the Christmas Tree.

If there is no amber, green or red light on the Christmas Tree, or legal track timer activation after the vehicle has moved, the competitor will be deemed to not having accepted the start and will be disqualified.

- ***Present** - Defined for any racing format where the competitor is required to “present” for their round of racing. The competitor’s vehicle must start and move under its own power through the water box, or other track designated point, into the *hands of the starter**.
- ***Hands of The Starter** – Defined for when a competitor has started the engine of the vehicle at the direction of The Starter and has moved in a forward direction under its own power placing him or her in the hands of The Starter.
- ***Outside assistance** - Defined in using direct physical intervention of someone other than the driver/rider in aiding to restart a vehicle.
- ***First or worst** - Defined to be where situations arise where both Racers are disqualified during the same race. In situations of identical infringements, the first to commit the infringement will be disqualified. In situations of differing infringements, the competitor committing the major infraction (worst) will be the one disqualified with the other Competitor committing the lesser offence be reinstated.

6.2 ALL RUN FORMAT - PROFESSIONAL

6.2.1 QUALIFYING

All vehicles will be offered a pre-determined number of qualifying sessions dependent upon the Event. This may vary from a minimum of one (1), up to a maximum of four (4). Vehicles will be seeded for each round of Qualifying via random draw by the NDRC for each round of qualifying. Competitors will alternate lanes during sessions.

From the results of these qualifying sessions vehicles will be seeded into order based upon quickest to slowest Elapsed Times (ETs).

NOTE: Only the quickest elapsed times across all completed sessions will be used. If a session is cancelled or not completed for any reason all times will be cancelled from the affected session and seeding will be taken from the completed sessions only.

NOTE: If Qualifying ETs are tied, then the competitor with the faster speed from Qualifying will place into the higher seeded position.

NOTE: For Pro Mod where the 5.850 Index is imposed, vehicles running quicker than the ET Index in Qualifying will be placed at the bottom of the qualifying list unless an ET slower than the Index is recorded.

NOTE: If the qualifying days are cancelled a single shot qualifying run may be offered at a suitable time before racing commences on the same day as the race meeting. If qualifying is not possible vehicles will be seeded from current or past season championship order. Top points to race lowest in points, 2nd in points to race second last in points and so on. Should competitors have equal or no championship points to which to seed off, their order conflict will be arranged by random draw.

NOTE: The NDRC reserve the right to vary the qualifying pairings and/or run order in extenuating circumstances.

NOTE: NDRC and/or Promoter Meeting Director reserve right to cancel qualifying rounds due to time constraints.

Q1	TOP QUALIFIER – QUICKEST ET (NOT FASTEST)
Q2	2 ND QUICKEST CAR FROM ALL ROUNDS OF QUALIFYING
Q3	3 RD QUICKEST CAR FROM ALL ROUNDS OF QUALIFYING
Q4	4 TH QUICKEST CAR FROM ALL ROUNDS OF QUALIFYING
Q5	5 TH QUICKEST CAR FROM ALL ROUNDS OF QUALIFYING
Q6	6 TH QUICKEST CAR FROM ALL ROUNDS OF QUALIFYING
Q7	7 TH QUICKEST CAR FROM ALL ROUNDS OF QUALIFYING
Q8	8 TH QUICKEST CAR FROM ALL ROUNDS OF QUALIFYING
Q9...ONWARDS	PROCESS CONTINUES

NOTE: No Championship Points are awarded for Qualifying runs or positions.

6.2.2 CHAMPIONSHIP POINTS

NDRC will award points for each round based upon the following:

RESULT	POINTS
ROUND WIN	30 POINTS
ROUND LOSE	10 POINTS
A FINAL WINNER	55 POINTS
A FINAL RUNNER UP	35 POINTS
B FINAL WINNER	28 POINTS
B FINAL RUNNER UP	23 POINTS
C FINAL WINNER	17 POINTS
C FINAL RUNNER UP	15 POINTS

D FINAL WINNER	10 POINTS
D FINAL RUNNER UP	5 POINTS

6.2.3 ET POINTS

Points are awarded from each round of racing, ranked quickest to slowest. With a maximum eight points (8) for the quickest car or bike from the round, through to one (1) for the 8th quickest car or bike, regardless of field size.

If there are competitors locked on identical ETs after any round, then the vehicle with the higher speed will get the higher points allocation.

EXAMPLE - 8 Car/Bike field – Quickest ET from round gets eight (8) points, 2nd quickest gets seven (7) points, 3rd place gets six (6) and so on down to one (1) for 8th quickest.

If only 6 Cars/Bikes - Quickest receives eight (8) points the 6th slowest and final Car/Bike will receive three (3) points, Any Cars/Bikes beyond 8th receive zero (0) ET points.

In the event of a competitor not receiving an ET due to no fault of their own, and the competitor completes a legal run, they will be awarded two (2) ET points or the minimum number of ET points available for that round, whatever is greater. All other Racers will receive their ET points as per the procedure above.

NOTE: No ET Points will be awarded – If the competitor does not *receive the start**, or their vehicle crosses the centreline, hits the wall, or does not cross the finish line under its own power.

NOTE: In Pro Mod, no ET points will be awarded for an ET quicker than the class 5.850 Index.

6.2.4 BONUS POINTS

Low ET and Top Speed can be set on any run during the Event, qualifying or racing.

Low ET and Top Speed bonus points are only added to the final Point score at the end of the race meeting.

If Low ET or Top Speed points are tied, they are awarded to both competitors.

NOTE: In Pro Mod, Low ET and Top Speed must be set on a run with an ET equal or slower than the class 5.850 Index.

LOW ET – 5 Bonus Points

TOP SPEED – 5 Bonus Points

6.2.5 POINT SCENARIOS

POINT SCENARIO	POINTS
2 ROUND WIN	60 POINTS
A FINAL WIN	55 POINTS
LOWEST ET FROM ALL ROUNDS	24 POINTS*
LOW ET BONUS	5 POINTS
TOP SPEED BONUS	5 POINTS
MAXIMUM AVAILABLE POINTS PER EVENT	149 POINTS

*24 points maximum per Event. Maximum 8 points per vehicle, per racing round.

6.2.6 RACING – GENERAL

The first round of racing will be set from the qualifying order. This will vary depending on an even or an uneven field and the number of vehicles.

Lane choice will go to the competitor with the Lowest ET of their pairing, determined from qualifying or the previous round of racing. Run order for Round One (1) and Round Two (2) will be determined by the Quickest competitors from the previous round.

I.E. In a 6-car field, the quickest vehicle elects to run first, second or last pair. The quickest vehicle from the 2nd pairing will have next choice with the final pairing taking the remaining slot.

The run order for the finals will be reverse feature order beginning with lowest points scoring pairs and finishing with the highest in points. IE A-FINAL.

NOTE: The NDRC reserves the right to modify the run order in the interest of ensuring the schedule of racing is completed. Failure to meet your scheduled race window may result in a change to the run order and in extreme cases, disqualification from that round.

NOTE: NDRC and/or the Promoter Meeting Director reserves right to cancel racing rounds due to time constraints.

NOTE: If a racing round is not completed for any reason NDRC reserves the right to complete the round at a future Event or the entire round is cancelled.

6.2.7 RACING - ROUND 1 SEEDING

EVEN FIELD PAIRINGS	UNEVEN FIELD PAIRINGS
ROUND 1	ROUND 1
Q1 “versus” Q8	Q1 – Solo
Q2 “versus” Q7	Q2 “versus” Q7
Q3 “versus” Q6	Q3 “versus” Q6
Q4 “versus” Q5	Q4 “versus” Q5

ETC.	ETC.
------	------

6.2.8 RACING - ROUND 2 SEEDING

Seeding positions determined from the cumulative point score after the 1st round based on race wins and ET points.

Lane choice will go to the vehicle with the quickest ET from the previous round of racing regardless of win or loss. As per Round 1 the quicker racer will decide run order.

In the case of an uneven field, the quickest loser from the Round 1 receives the bye. Should there be no quickest loser, the bye would be awarded to the highest qualified loser.

NOTE: If a competitor breaks and cannot front for round two, the pairings will not be reseeded, and the opponent of the withdrawn competitor will receive a bye.

6.2.9 RACING - ROUND 2 ORDER – 8 VEHICLES (EVEN)

1 st in points	“versus”	8 th in points
2 nd in points	“versus”	7 th in points
3 rd in points	“versus”	6 th in points
4 th in points	“versus”	5 th in points

6.2.10 RACING - ROUND 2 ORDER – 9 VEHICLES (UNEVEN)

1 st in points	“versus”	9 th in points
2 nd in points	“versus”	8 th in points
3 rd in points	“versus”	7 th in points
4 th in points	“versus”	5 th in points
6 th (quickest loser)	SOLO	

If a 9th racer, the quickest loser gets the bye (position 6).

6.2.11 RACING - FINAL ROUND

The final round will be seeded based upon the cumulative points acquired after the two (2) rounds of racing. If points are tied, the racer with the lowest ET from Round 2 will progress to the higher seeded position. If ETs are tied from Round 2 then the racer with the higher speed from Round 2 of racing will progress to the higher seeded position.

The pairs will be raced in reverse point order (lowest to highest) with the A-FINAL to be the last run of the evening for each class.

- **A FINAL:** The top two (2) competitors in points after two (2) rounds of racing will meet in the A-FINAL and race for the outright ROUND victory.
- **B FINAL:** The next highest in points will race in the B-FINAL – No trophies awarded.
- **OTHER FINALS:** All classes will receive a maximum of four (4) finals with the lowest four (4) racers in points seeded into CONSOLATION-Finals (C and D).

NOTE: Finals will not be reseeded if a competitor vehicle is broken and cannot contest their allotted final.

6.3 ELIMINATION FORMAT - PROFESSIONAL

6.3.1 QUALIFYING

- There will be at least two (2) qualifying sessions per bracket unless otherwise notified. The number of qualifying sessions is not guaranteed.
- The Qualifying Points system, which awards eight (8) points to the #1 qualifier down to one (1) point for the #8 qualifier, with zero (0) points awarded to non-qualifiers or the #9 thru to #16 qualifiers if a 16-car field.
- A qualified competitor who withdraws from the Event prior to Round 1 of racing, in time for the round to be re-seeded, will be substituted by the next available highest qualified competitor from the list of non-qualifiers. The field will be re-seeded with the substitute(s) entered as the lowest qualifier(s) in the order.
- Qualification points remain as they were before the substitution, and the withdrawn competitor receives 20 points in line with the non-qualifier points allocation. The competitor who takes the place of the withdrawn competitor receives no extra qualification points but is eligible to receive points in racing once they *present** for Round 1 of racing.
- If the Qualifying days are cancelled a single shot qualifying run may be offered at a suitable time before racing commences on the same day as the race meeting. If Qualifying is not possible competitors will be seeded from current or past season Championship order.
- If Qualifying ETs are tied, then the competitor with the faster speed from Qualifying will place into the higher seeded position.
- There is no requirement for a competitor in a Professional Eliminator to complete any qualifying passes if the field is under-subscribed.
- A competitor must record a legal ET in qualifying to be awarded Qualifying Points.
- If a competitor cannot *present** for any Qualifying runs during an Event, zero (0) Event points will be awarded if the competitor remains out of competition.

6.3.2 CHAMPIONSHIP POINTS

QUALIFYING POINTS (8 & 16 VEHICLE FIELD)	
POSITION/ACHIEVEMENT	POINTS ALLOCATION
Top Qualifier	8
Second	7
Third	6
Fourth	5
Fifth	4
Sixth	3
Seventh	2
Eighth	1

ELIMINATION ROUND FORMAT (8 VEHICLE FIELD)	
POSITION/ACHIEVEMENT	POINTS ALLOCATION
Winner	100
Runner Up	80
Semi Final Lose	60
Quarter Final Lose	40
Non-Qualifier	20
Low Elapsed Time	5
Top Speed	5

ELIMINATION ROUND FORMAT (16 VEHICLE FIELD)	
POSITION/ACHIEVEMENT	POINTS ALLOCATION
Winner	100
Runner Up	80

Semi Final Lose	60
Quarter Final Lose	40
First Round Lose	30
Non-Qualifier	20
Low Elapsed Time	5
Top Speed	5

Low ET and Top Speed can be set on any run during the Event, qualifying or racing.

Low ET and Top Speed bonus points are only added to the final Point score at the end of the race meeting.

If Low ET or Top Speed points are tied, they are awarded to both competitors.

6.3.3 SEEDING

Competitors will be seeded based on their qualifying position at the conclusion of Qualifying.

- *For 8-vehicle field:* Eliminations will be based on 1v8, 2v7, 3v6, 4v5. For fields with fewer than eight (8) qualifiers, additional first round byes may be allocated to avoid the requirement for semi-final bye runs. I.E. A six-vehicle field would have two (2) first round byes as per seeding sheet appendix in the regulations.
- *For 16-vehicle field:* Eliminations will be based on 1v16, 2v15, 3v14, 4v13, 5v12, 6v11, 7v10, 8v9. For fields with fewer than sixteen (16) qualifiers, first round byes will be allocated as per seeding sheet appendix in the regulations.
- For any competitor to receive win points, the vehicle must start, stage under its own engine power, and receive the start. This includes bye/solo runs.

6.3.4 RACING

- Racing will be contested over three (3) rounds for an eight (8) vehicle field or four (4) rounds for sixteen (16) vehicle field with the winner of each round progressing on in Eliminations with the losing racer eliminated receiving the allotted lose points for that round.
- For any competitor to receive win points, the vehicle must start, stage under its own engine power, and receive the start. This includes bye/solo runs.
- Qualifiers must *present** for the first round of Eliminations to be eligible to receive first round lose points or more should they proceed further than Round 1. This requirement does not apply to subsequent rounds of Eliminations.

7 NDRC RACE FORMAT AND REGULATIONS – PERFORMANCE & SPORTSMAN

7.1 GENERAL REGULATIONS – PERFORMANCE & SPORTSMAN

These regulations apply across all Performance and Sportsman racing formats.

7.1.1 RACING

- Where not specifically mentioned in this document or other published materials from NDRC, racing rules and regulations will follow Sanctioning Body and Track Supplementary written regulations.
- To be a legitimate race Winner, a competitor's vehicle engine must start, stage under its own engine power, and *receive the start**. This rule also applies to paired races that are deemed a solo when a competitor's opponent breaks after the opponent has entered the hands of the *starter**. This rule does not apply to determined bye-runs either from seeding, or when an opponent does not *present** for the race.
- In the event of both competitor vehicles breaking before they *receive the start**, no race winner will be declared.
- If both competitors fail to *receive the start** - both competitors will be disqualified. E.G Both competitor's vehicles leave the start line before the tree is activated.
- On determined bye-runs the competitor's vehicle only needs to *present** to earn the Round win.
- Disqualification will occur if the competitor's vehicle crosses the centreline or hits the wall. If both competitor's vehicles infringe, *first or worse** rule applies.
- A reasonable amount of time will be allowed for driver/rider to stage, with that determination being at the sole and absolute discretion of The Starter. Failure to stage upon The Starter's instructions is possible grounds for disqualification.
- If a competitor has failed to stage within twenty (20) seconds for Sportsman or seven (7) seconds for Performance of their opponent being permitted to do so the Starter may initiate the starting sequence at their discretion.
- Where a Venue utilises the Auto-Start system the staging timer is only activated where one (1) competitor is in Full Stage and the other in Pre-Stage.
- In all cases, any vehicle that has not completely staged will be disqualified.
- Once vehicle is in the hands of *The Starter**, if the engine stops the vehicle will be disqualified from racing unless it can be restarted without outside assistance. The use of remote starters to restart a vehicle that has stalled is not permitted.
- A competitor in Pre or Full-Stage may back out and restage if their opponent has not entered Pre-Stage.

- Lane Choice: In the Round 1 of racing, lane choice will go to the competitor in each pairing with higher qualifying position. For subsequent rounds, as per below.
 - Performance – Furthest under, then if over, closest to the relevant Record/Index.
 - Sportsman – Dial Your Own (DYO): Lower Dial-In for the Round. Index: Lower ET from previous Round, at or over Class Index.
- Electronic/voice communication between the driver/rider and any person outside the vehicle is not permitted in Sportsman Brackets, and is permitted in Performance Brackets

7.1.2 POINTS

- For any competitor to receive Win points the vehicle must start, stage under its own engine power, and *receive the start**. This rule also applies to paired races that are deemed a solo when a competitor's opponent breaks after the opponent has entered the hands of the *starter**. This rule does not apply to determined bye-runs by either from seeding, or when an opponent does not *present** for the race.
- Top qualifier does not need to run Eliminations to be awarded Qualifying Bonus Points or Award.
- Eliminations: A competitor must *present** to receive win/lose points in Round 1 of Eliminations only.
- CSO: A competitor must *present** to receive win/lose points for each Round including the Final.

7.1.3 GENERAL

- Disqualifications over safety infringements are the decision of the Sanctioning Body.
- Any disputes on seeding, run orders or racing regulations are to be directed to NDRC Meeting Director only.
- The NDRC reserves the right to modify turn-around times in the interest of ensuring the schedule of racing is completed.
- ***Receive the start** – Defined to be accepting the tree. 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.

If there is no amber, green or red light on the Christmas Tree, or legal track timer activation after the vehicle has moved, the racer will be deemed to not having accepted the start and will be disqualified.

- ***Present** - Defined for any racing format where the competitor is required to "present" for their round of racing. The competitor's vehicle must start and move under its own power through the water box, or other track designated point, into the *hands of the starter**.

- ***Hands of The Starter** – Defined for when a competitor has started the engine of the vehicle at the direction of The Starter and has moved in a forward direction under its own power placing him or her in the hands of The Starter.
- ***First or worst** - Defined to be where situations arise where both Racers are disqualified during the same race. In situations of identical infringements, the first to commit the infringement will be disqualified. In situations of differing infringements, the competitor committing the major infraction (worst) will be the one disqualified with the other Competitor committing the lesser offence be reinstated.

7.2 ELIMINATION RACING FORMAT – PERFORMANCE & SPORTSMAN

7.2.1 QUALIFYING

In most cases there will be three (3) qualifying sessions per Eliminator unless otherwise notified.

- Supercharged Outlaws, Top Sportsman, Modified, Modified Bike, Super Sedan, Super Street, Super Gas Qualifying will be set on quickest to slowest ET within Eliminator ET limits.
- Junior Dragster and Junior Bike Qualifying will be set on closest to but not quicker than the respective class limits. IE AA/JD - 7.700, A/JD - 8.000, B/JD - 8.600 and C/JD - 12.000; E.g. 12.01 In C/JD will out qualify an 8.02 In A/JD.
- Performance Qualifying will be set on the closest to or better than the relevant individual class Record/Index.
- For Sportsman Brackets where ET limits are imposed, vehicles running quicker than the Eliminator limits in Qualifying will be placed at the bottom of the qualifying list unless a time within the relevant limits is recorded. Vehicles running slower than the Eliminator limits will be placed at the bottom of the Qualifying list unless a time within the relevant limits is recorded. In the event of multiple cars running both too quickly and too slowly, the cars running too quickly will be placed below the cars running too slowly in the Qualifying list.
- Where Eliminator ET limits exist for a Sportsman Bracket, competitors must qualify within these Eliminator ET limits.
- Eliminator ET limits will be enforced when there is a minimum of (3) Qualifying sessions completed. Competitors who have not recorded a pass within their Eliminator ET limits will be non-qualified.
- Non-qualifiers maybe permitted to race at the discretion of the NDRC. The decision on a competitor not qualifying will always be subject to review if they are affected by a scenario outside of their control (timing failure, incident with their opponent etc) during one (1) of their qualifying attempts.
- Non-qualifiers permitted to race will be seeded at bottom of the Qualifying order. Seeding will based on recorded qualifying order, if multiple competitors have not completed a qualifying pass, their seeding order will be determine by their race number from lowest to highest.

- In the event of no Qualifying being completed, eliminations will be seeded by competitors race numbers from lowest to highest.
- There is no cap on qualified field sizes in Sportsman Eliminators. NDRC does reserve the right to cap qualified field sizes for logistical reasons. Should a cap be imposed at the Grand Final, Championship contenders will be guaranteed a place in Eliminations of their respective Bracket providing they have completed at least one (1) legal Qualifying pass.
- Performance Eliminators will have a qualified field size of 16 vehicles at all Events except the Grand Final where the qualified field size will be 32.
- There is no requirement for a competitor in a Performance Eliminator to complete any qualifying passes if the field is under-subscribed. If there is more than one competitor who has not made a pass, those competitors will be seeded at the bottom of the qualifying order based on championship points first, then race number from lowest to highest.
- Performance Eliminator non-qualifiers can be substituted into the Eliminator if a qualified competitor withdraws before Round 1 and the NDRC is notified in time for the field to be re-seeded and the substitute competitor to be ready to race. The substitute will be inserted into the Eliminator at the lowest qualifying position.

7.2.2 RACING

Sportsman Eliminators will follow DYO/Fixed Index racing rules listed set out in NDRC Competitor Regulations and Sanctioning Body regulations.

- Where Eliminator ET limits exist, competitors must dial-in within their Eliminator ET limits.
- Competitors can record an ET outside their Eliminator ET limit with no penalty, unless the ET breaches safety regulations set out by the Event's Sanctioning Body for the Competitor's License or Vehicle Class Tech.

Performance Eliminator Classes will be handicapped off the National Record/Index, and racing will follow racing rules set by Sanctioning Body regulations.

7.2.3 SEEDING

Competitors will be seeded into the field based on their qualifying position after the final qualifying session. 32 vehicles or less – Brackets will be seeded based on 1v9, 2v10, 3v11 (for a 16-car field) for Sportsman. Brackets will be seeded based on 1v16, 2v15, 3v14 (for a 16-car field) or 1v32, 2v31, 3v30 (for a 32-car field) for Performance.

Above 32 vehicle fields – brackets will be split seeded until it is down to 32 vehicles, this is done by running the quick half of the field against the slower half for the first round. If there is an uneven field the bye- run will be chosen randomly by the officials during the Event.

Seeding charts are used for all Sportsman and Performance Eliminators between 3 and 32 vehicles as per the seeding charts in Appendix 1.

7.3 CHICAGO SHOOTOUT FORMAT - SPORTSMAN

7.3.1 QUALIFYING

Refer to Section 7.2.1

7.3.2 RACING

Refer to Section 7.2.2

7.3.3 SEEDING

Competitors will be seeded into the field based on their qualifying position after the final qualifying session.

7.3.4 RUN ORDER

The “Quick” half of the field will remain seeded in those positions and the “Slow” half will move up the list one (1) place in each following round (E.g. in a 10-vehicle field in Round 1, #1 qualifier races #6, #2 races #7, #3 races #8 and so on, in Round 2, #1 races #7, #2 races #8, #3 races #9)

In rounds requiring a Bye, the Bye is allocated to the #1, #2, #3 qualifiers in that round order.

Example table for Chicago Shootout for 9 and 10 Vehicle Field.

9 vehicle Field Round 1			9 vehicle Field Round 2			9 vehicle Field Round 3			10 vehicle Field Round 1			10 vehicle Field Round 2			10 vehicle Field Round 3		
1	v	BYE	1	v	7	1	v	8	1	v	6	1	v	7	1	v	8
2	v	6	2	v	BYE	2	v	9	2	v	7	2	v	8	2	v	9
3	v	7	3	v	8	3	v	BYE	3	v	8	3	v	9	3	v	10
4	v	8	4	v	9	4	v	6	4	v	9	4	v	10	4	v	6
5	v	9	5	v	6	5	v	7	5	v	10	5	v	6	5	v	7

7.3.5 FINALS

At the completion of Round 3, a countback will be made to establish the finalists. The criteria will be as follows:

- Two (2) competitors with three (3) round wins a piece – automatic entry into the final regardless of red lights or breakouts in the last round.
- More than two (2) competitors with three (3) wins a piece –

- Any competitor with a red light or breakout in the third round, regardless of whether they are on a bye run or not, will be excluded from this countback immediately.
- The countback is then based on elapsed time versus dial-in (closest to) or Record/Index (furthest under, if not under it will be closest to) in the third round of racing. Reaction times play no part in the count back.
- The two (2) competitors who are closest to their respective dial-ins or Record/Index (furthest under, if not under it will be closest to) are then eligible for the final.
- If by chance the countback is a dead heat, it will then be calculated as above on the second round of racing and so on until a winner is established.
- **Note:** In the extreme case of only one (1) competitor being eligible, e.g. All others red lit in the third round but won the race – then the red light would be null and void to establish the second finalist based on closest to their respective dial-ins or Record/Index (furthest under, if not under it will be closest to).
- One (1) competitor with three (3) wins and one (1) racer with two (2) wins – automatic entry into the final regardless of red lights or breakouts in the third round.
- No competitors with three (3) wins and only two (2) competitors with two (2) wins – automatic entry into the final regardless of red lights or breakouts in the third round.
- No competitors with three (3) wins and more than two (2) competitors with two (2) wins – countback will be made as per 'Point 2 - More than two (2) competitors with three (3) wins a piece' above.

8 NDRC CHAMPIONSHIP – PERFORMANCE & SPORTSMAN

NDRC Sportsman Series will be contested over all nominated rounds with the Grand Final held at the Winternationals.

8.1 GENERAL QUALIFICATION

- Performance and Sportsman competitors may accumulate Championship points at any round including the Grand Final, points allocated for each Event are listed in the below tables according to the racing format.
- Points are awarded to the Driver/Rider/Eliminator combination. Changes of class within the same Eliminator are permitted with no points penalty, except if limited by NDRC in Performance Bike and Super Comp.
- A competitor's Championship Total will be the point score heading into the Grand Final. The Championship Total is calculated by adding a competitor's best – Bracket

designated number of - Event scores, ensuring the total does not exceed the Bracket's designated cap. A competitor's Event score will comprise their Round points plus any Travel and Performance points earned at that Event.

- Bonus points will be added to a competitor's Championship Total once the competitor attempts to qualify at the Grand Final.
- Bonus points can be scored at any contested Championship Event prior to the Grand Final. Bonus Points Total = Sum of all Bonus points earned at all Events, up to the Bonus point cap. Bonus points include; Winner/Runners-Up Event bonus and Qualifying Bonus (Performance Brackets only).
- There will be no extra Bonus points awarded at the Grand Final on top of what the competitor carried into the event.

8.1.1 PERFORMANCE QUALIFICATION

- A competitor's Championship Total going into the Grand Final is the sum of their best four (4) point scoring rounds from the season capped at 300 points.
- When a competitor attempt's qualifying at the Grand Final their Championship Total will be their best four (4) point scoring rounds capped at 300 points + Bonus points capped at 50 points.

8.1.2 SPORTSMAN QUALIFICATION

- A competitor's Championship Total going into the Grand Final is the sum of their best six (6) point scoring rounds from the season capped at 400 points.
- When a competitor attempt's qualifying at the Grand Final their Championship Total will be their best six (6) point scoring rounds capped at 400 points + Bonus points capped at 50 points.

8.2 ABANDONED EVENT

Where any round of the series or the final Event for an Eliminator is abandoned for any reason, all entrants in attendance at the Event will receive a minimum of 20 points if qualifying is not completed for their Eliminator.

If qualifying is completed or racing rounds have begun for an Eliminator before the event had been abandoned, competitors will score the Championship Points allocated up to their Eliminator's final qualifying result or last completed racing round.

NOTE: If a racing round is not completed for any reason, NDRC reserves the right to complete the round at a future Event or the entire round is cancelled.

8.3 CHAMPIONSHIP

The winner of the NDRC Sportsman Series will be the competitor who satisfies the above qualification conditions with the highest accumulated point score at the conclusion of the Grand Final.

In the case of a Championship points draw, the following count-back system will be used to determine the winner.

- The competitor who progresses further in Eliminations at the final Event of the Eliminator then;
- Where the competitors end the Event in the same round of racing at the final Event of the Eliminator, the competitor who is the better performer in relation to their Class Record/Index or Dial-In at that round, then;
- The competitor who had the greatest number of Event wins during the season, then;
- The competitor who had the greatest number of Event runners-up during the season, then;
- The competitor with the highest point score going into the Grand Final, plus ALL bonus points; then
- The competitor who contested most NDRC Series rounds during the season, then;
- The driver/ rider who contested Events outside their home state.

NOTE: There is no requirement to attend the Sportsman Grand Final to win the NDRC Sportsman Series.

8.4 AWARDS

8.4.1 HIGHEST OVERALL POINTS SCORER

- The NDRC will establish a prestigious perpetual award for the Sportsman racer who accumulates the highest points across all events during the season (including the ANDRA Series).
- This points score will only be comprised of round points earned. Group 2 Record and Qualifying points will not be included in the point score to ensure fairness with Group 3 racers, or any other event Bonus Points.

8.4.2 CHAMPIONSHIP WINNER

- Winner: Gold Christmas Tree trophy.
- Runner-Up: Silver Christmas Tree trophy
- Declared Australian Champion for their Eliminator.
- #1 - #2 Australian Champion decals

8.5 CHAMPIONSHIP POINTS

TRAVEL POINTS	
EVENT	POINTS ALLOCATION
Alice Springs – Desert Nationals	50%
Perth Motorplex - Westernationals	50%

NDRC PERFORMANCE & SPORTSMAN POINTS TABLE	
ELIMINATION ROUND FORMAT	
POSITION/ACHIEVEMENT	POINTS ALLOCATION
Winner	100
Runner Up	80
Semi Final Round Lose (Round of 4)	60
Quarter Final Round Lose (Round of 8)	40
Eighth Final Round Lose (Round of 16)	20
Sixteenth Final Round Lose or greater (Round of 32, 64 etc)	10
CHICAGO SHOOTOUT FORMAT	
POSITION/ACHIEVEMENT	POINTS ALLOCATION
Round Win	20
Round Lose	5
Qualifying	20

- NDRC will assign Travel Points for competitors at certain Events.
- Travel Points can only be claimed at one Event during the season.

- If a competitor contests more than one Event with Travel Points assigned, the extra 50% will be automatically applied to the Travel Point Event the racer scores the highest number of Event points at.
- Travel Points are included as part of the competitor's Event score and therefore go towards reaching their Championship Total points cap.

PERFORMANCE POINTS	
ACHIEVEMENT	POINTS ALLOCATION
ET Record - Performance	5
MPH Record - Performance	5

- Performance Points are included as part of the competitor's Event score and therefore go towards reaching their Championship Total points cap.

BONUS POINTS – PERFORMANCE & SPORTSMAN	
POSITION/ACHIEVEMENT	POINTS ALLOCATION
Win	10
Runner Up	5
BONUS POINTS - PERFORMANCE	
#1 Qualifier	5
#2 Qualifier	4
#3 Qualifier	3
#4 Qualifier	2
#5 Qualifier	1

- Bonus points earned during the season will be added to the racer's Championship Total once they attempt to qualify at the Grand Final.

- Bonus points can be earned from any Event during the season prior to the Grand Final and may not necessarily be from a racer's best allotted points rounds.
- Bonus points will be capped at 50 points.

8.6 HIGHEST POINT SCORER AWARD

- Prestigious perpetual award for the Performance or Sportsman competitor who accumulates the highest cumulative point score across all Events during the season.
- Points score will be solely based on Round Points (including Travel Points) earned. Performance Record and Qualifying Bonus Points will not be included in the point score to ensure fairness with Sportsman competitors. All other Event Bonus Points from any Bracket will also not be included in calculations.

9. NDRC TERMS & CONDITIONS

9.1 ACCEPTANCE OF ENTRY

By accepting the entry of any vehicle or by allowing the vehicle to participate in an Event, NDRC Entertainment Pty Ltd (NDRC, National Drag Racing Championship) and the Organisers shall not be deemed to warrant or guarantee the competency of any Drivers, Owners or any Associated Crew participating in the Event or any Official appointed for the supervision of the Event pursuant to these rules, or the efficiency or mechanical soundness of any vehicle entered for and taking part in the Event, or that the Drag Racing Track for the Event is in a suitable condition for racing, or competitive driving, or that the Track or any part thereof shall be free from Spectators or any obstacles or that the rules governing said Event shall be observed by any other Entrant, Driver or Mechanic therein. To the extent permitted by law, NDRC Entertainment Pty Ltd does not make any warranty, express or implied, that any services for the Event or at the Venue will be provided with due care and skill or that any materials provided in connection with the Event will be fit for the purpose for which they are supplied.

9.2 HEALTH AND SAFETY

All Competitors are required to provide a safe work environment for their Crew members at all NDRC Championship rounds. All Competitors have a duty of care to their Crew members, Officials, other Competitors, and the general public, to identify and take measures to eliminate or control hazards or hazardous procedures within their allocated pit paddock space and in any Venue area where their vehicle may be worked upon, driven or towed. All Competitors, Crew and Associates must observe and obey all safety related directions that may be given to them, by the management of the NDRC or Venue, its Authorised Representatives, or the Sanctioning Body. Failure to act in accordance with such instructions may result in disqualification.

9.3 DUTY OF CARE

NDRC Entertainment Pty Ltd advises you:

That Motorsport activity is dangerous and involves risks of personal injury (including illness), psychological trauma and death and damage to and destruction of personal property including and due to but not limited to the following risks:

- Risk of being hit by a vehicle or hitting another vehicle.
- Risk of being hit by debris from vehicles or surfaces.
- Risk of colliding with safety barriers/fencing or other fixed or moveable objects.
- Risk of safety barriers/fencing or other facilities of the Venue failing.
- Risk of crashing due to the surface of the track.
- Risk of being burnt.
- Risk of crashing due to debris on the track.
- Risk of slipping and falling.
- Risk of injury through acts of violence or other harmful acts committed by person attending or participating in the Event.

If there is any aspect of this race meeting that causes you concern for your personal safety or for that of any member of your Crew, whether that concern be with the Track, the Venue, or the manner in which the meeting is being conducted, it is your obligation to bring those concerns to the attention of the Meeting Director or authorised representatives. If after doing this, those concerns are not addressed to your satisfaction, you are advised to withdraw from this race meeting.

NDRC Entertainment Pty Ltd advises you that at any time during a race meeting random drug and/or alcohol testing may take place. Testing will take place as per the sanctioning body policy. If you have any doubts as to your ability to pass such a test with a negative or zero reading you should withdraw from this race meeting immediately.

9.4 NON-ACCEPTANCE OF ENTRIES

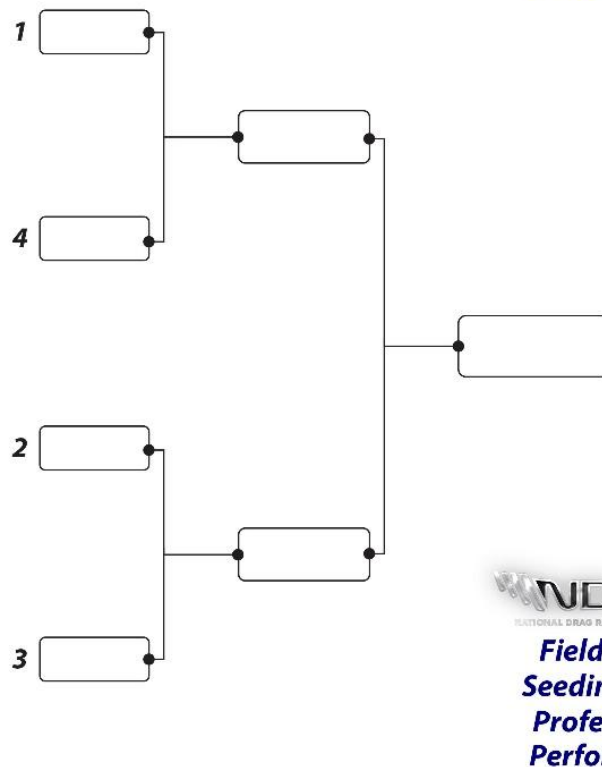
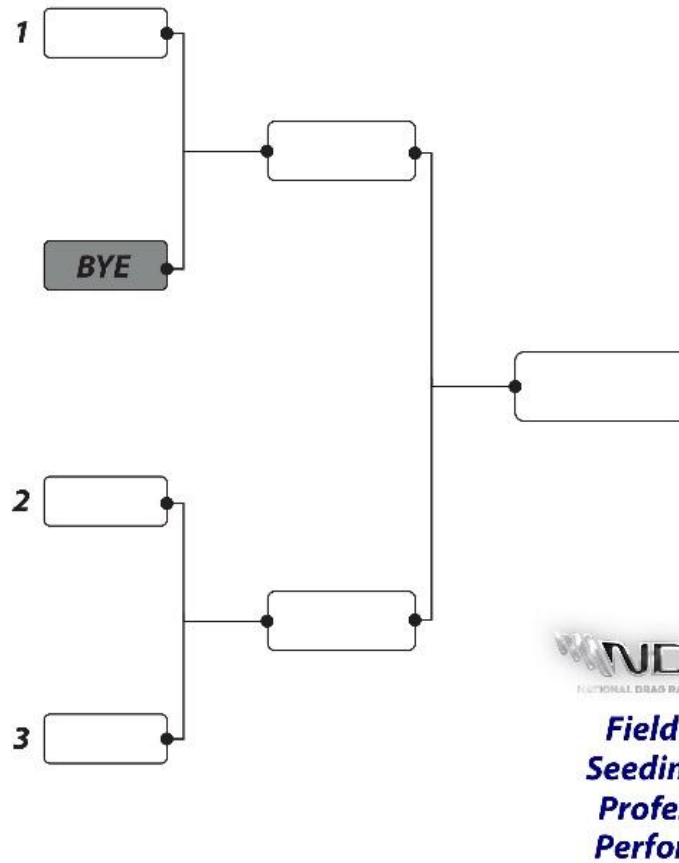
NDRC Entertainment Pty Ltd, the Venue and Sanctioning Body reserves the right to refuse any entry without providing a reason.

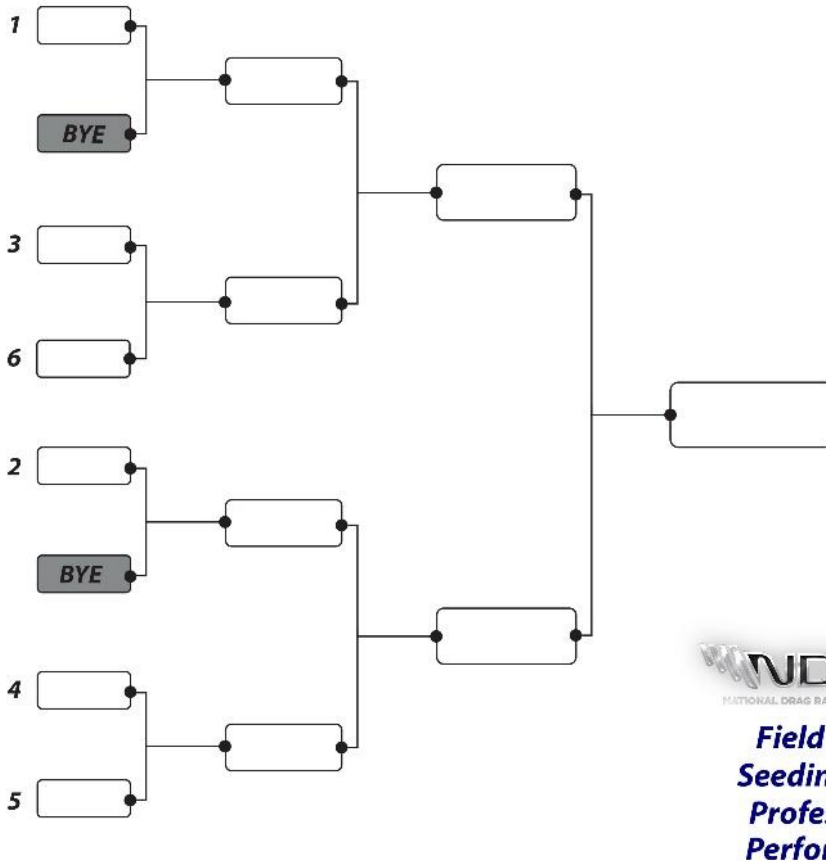
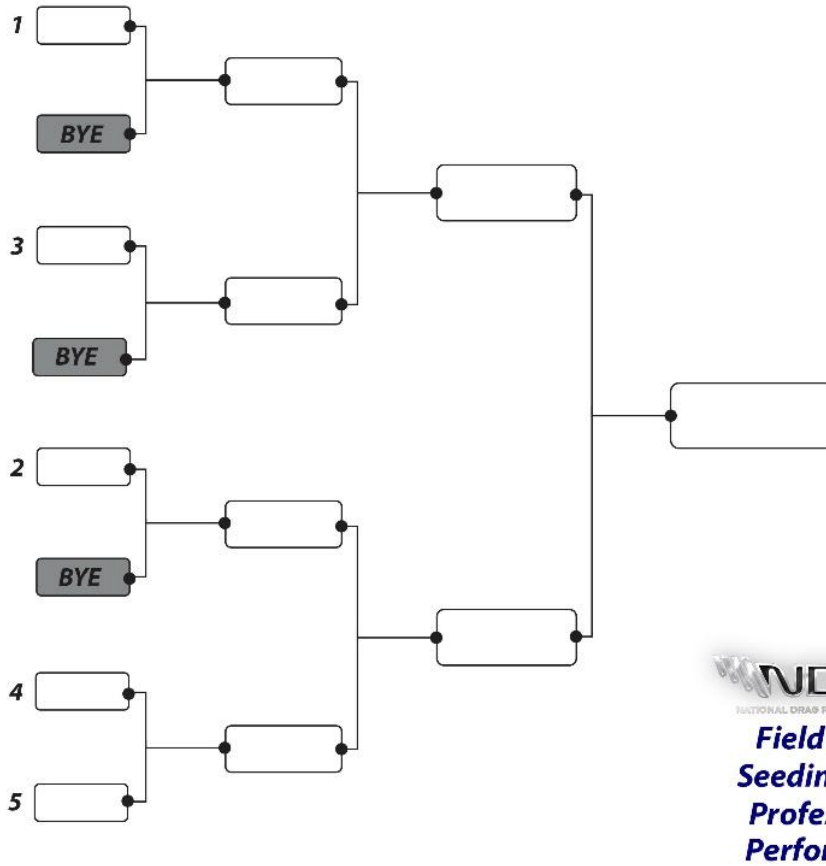
9.5 REGULATION HIERACHY

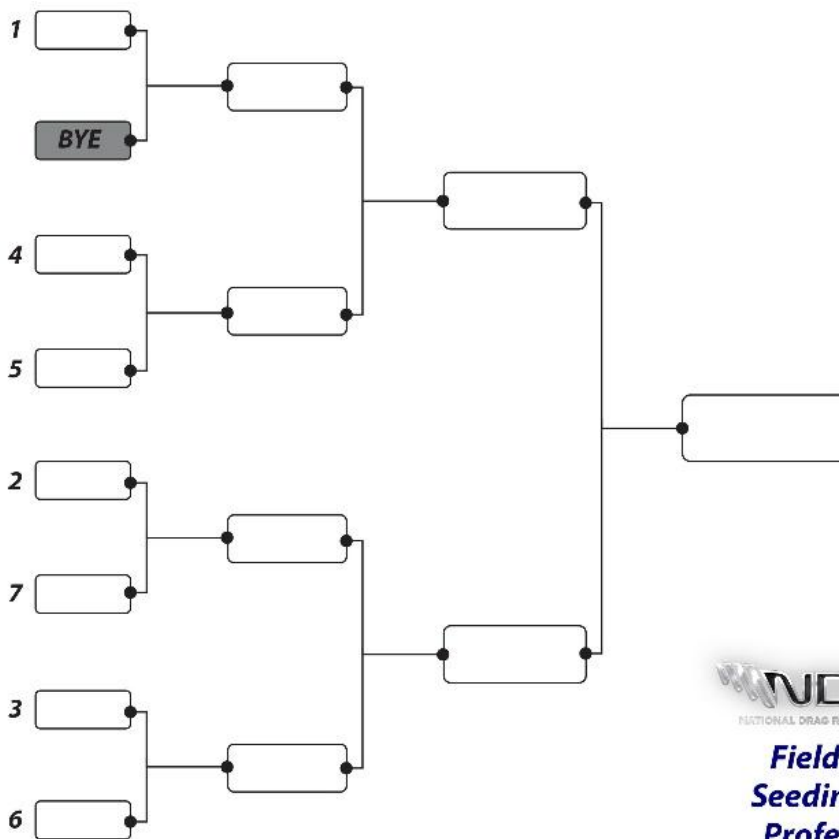
The NDRC competitor regulations may be updated at any time and published on NDRC website. These regulations are approved supplementary regulations by the Sanctioning Body for an Event and will not take any precedent over Sanctioning Body safety or class technical regulations unless specifically outlined in this document.

APPENDIX 1: SEEDING SHEETS

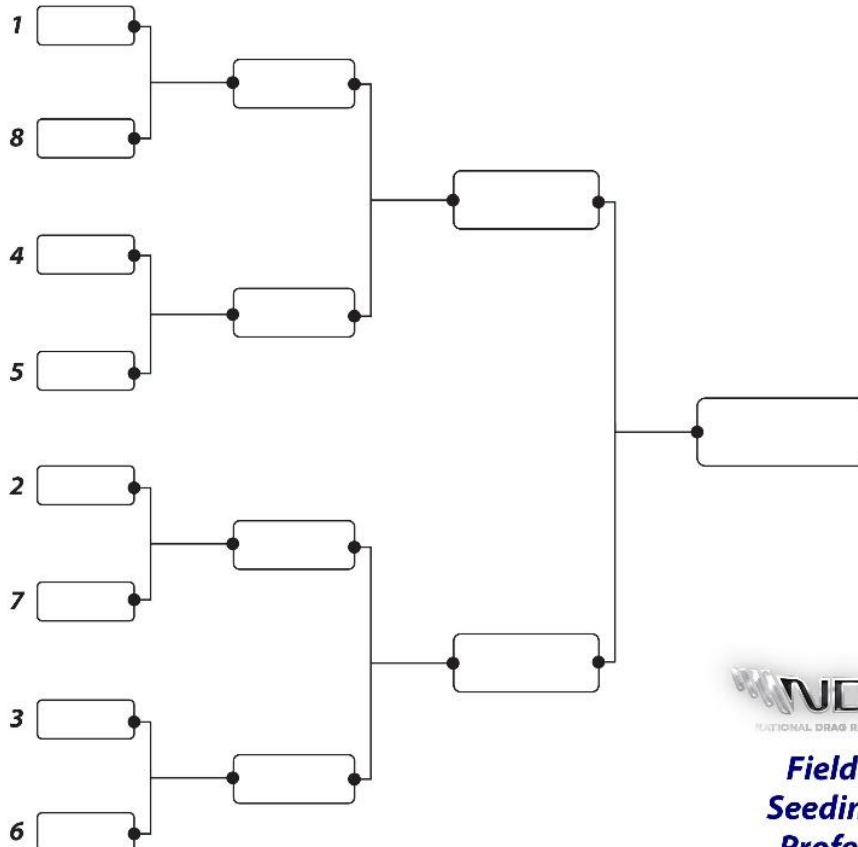
A1.1 PROFESSIONAL & PERFORMANCE SEEDING SHEETS





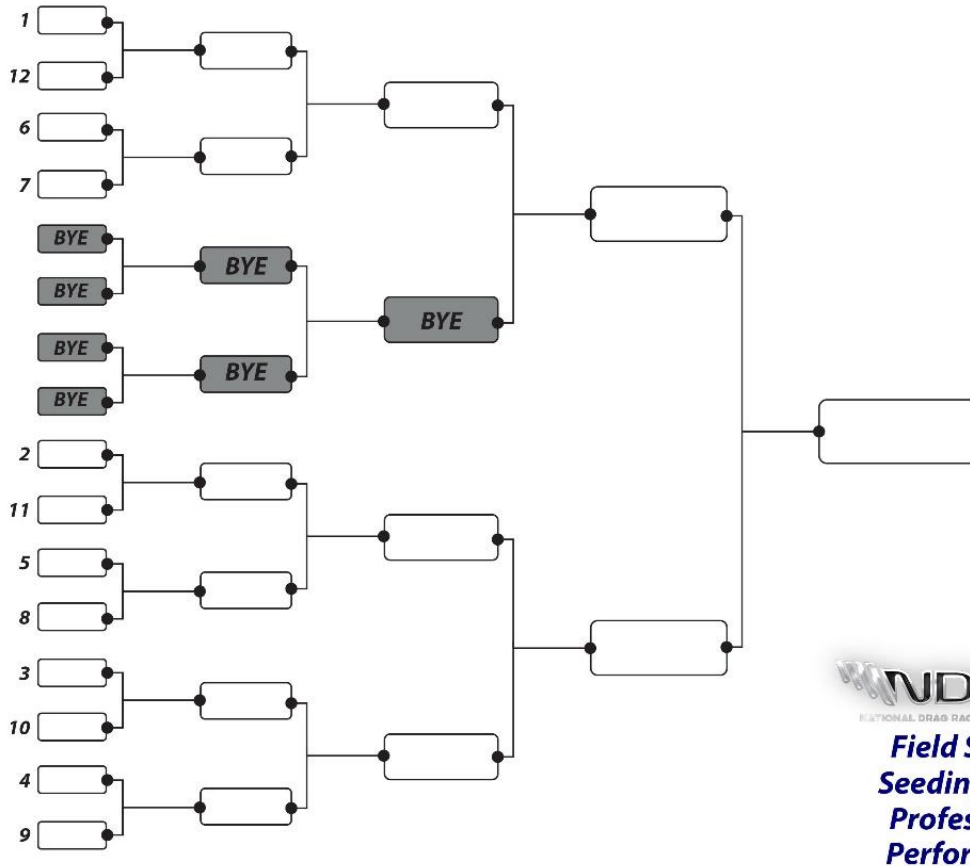
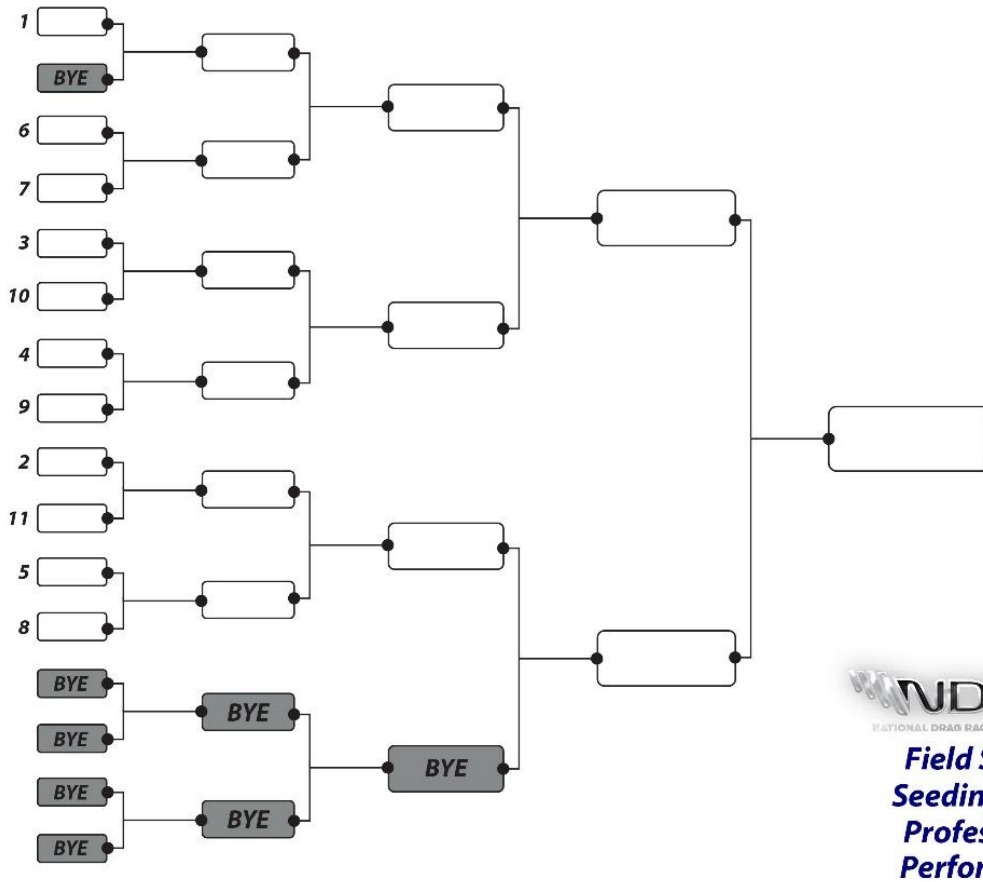


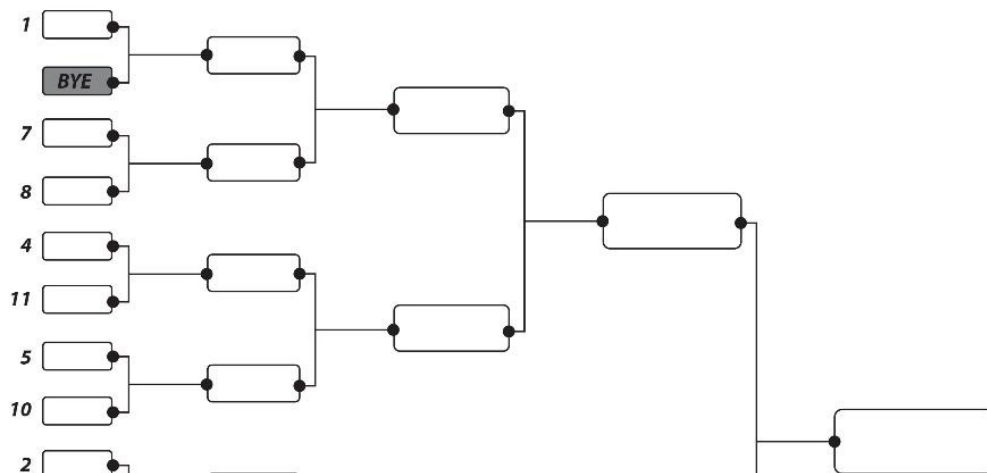
NDRC
NATIONAL DRAG RACING CHAMPIONSHIP
**Field Size 7
Seeding Sheet
Professional
Performance**



NDRC
NATIONAL DRAG RACING CHAMPIONSHIP
**Field Size 8
Seeding Sheet
Professional
Performance**

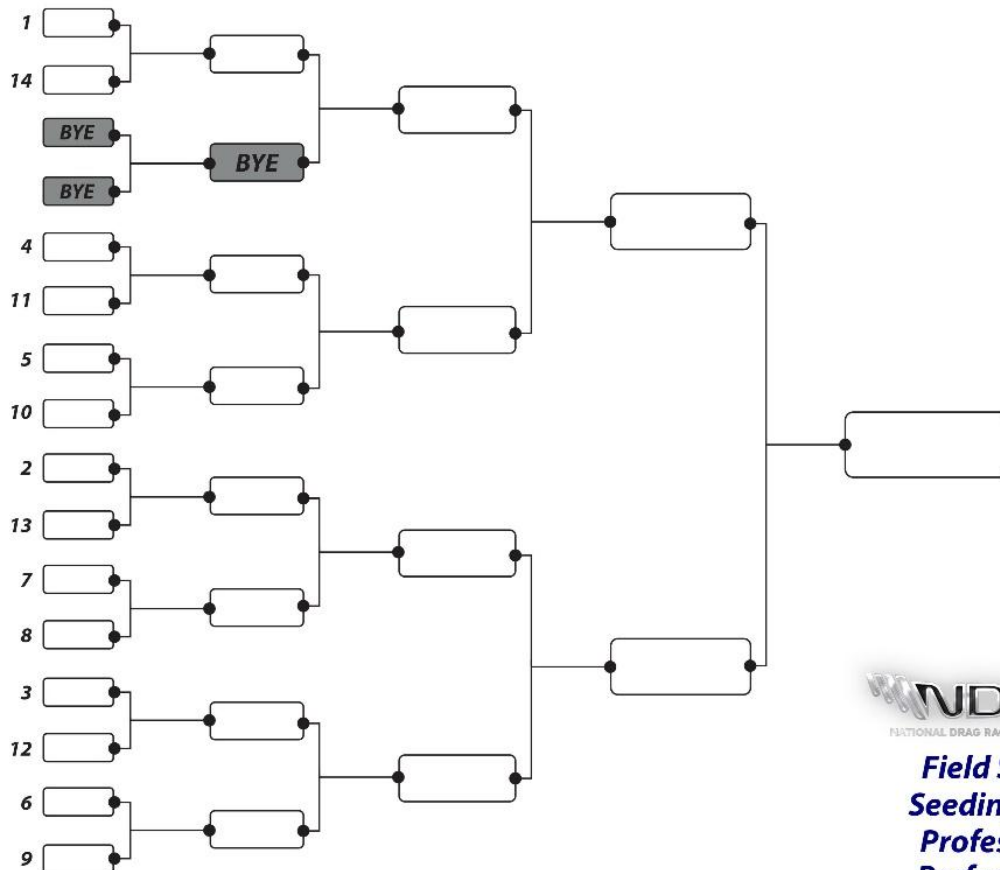






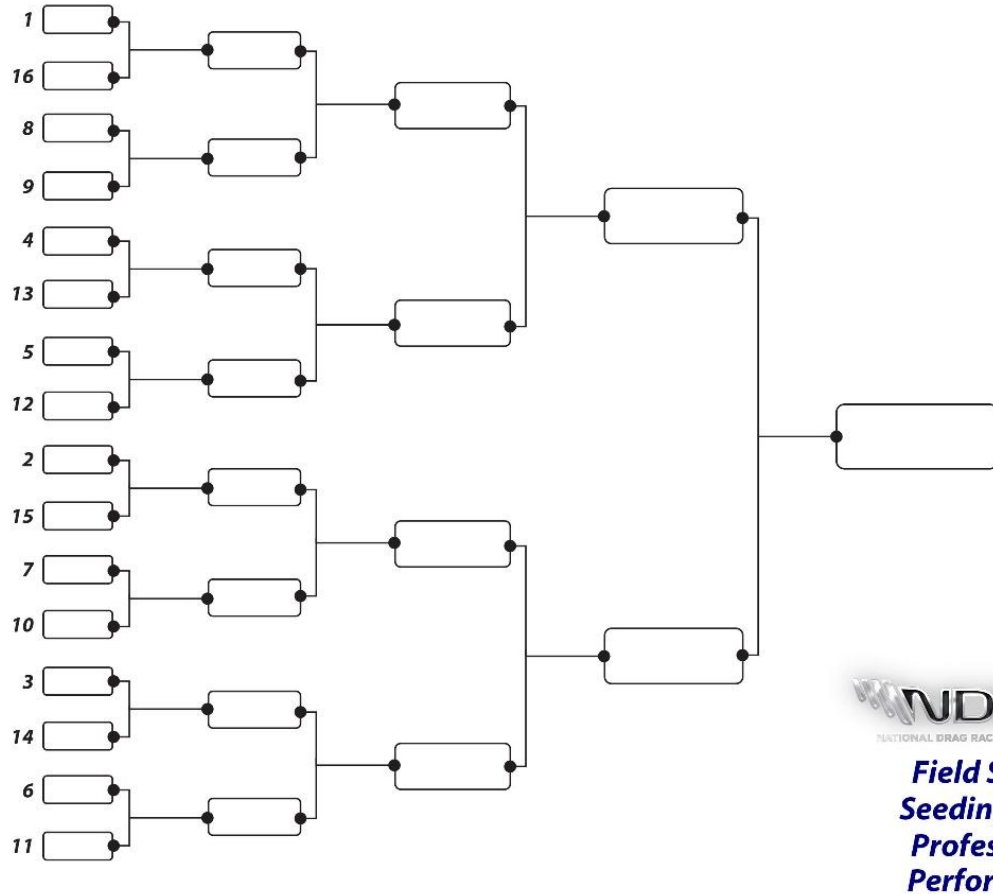
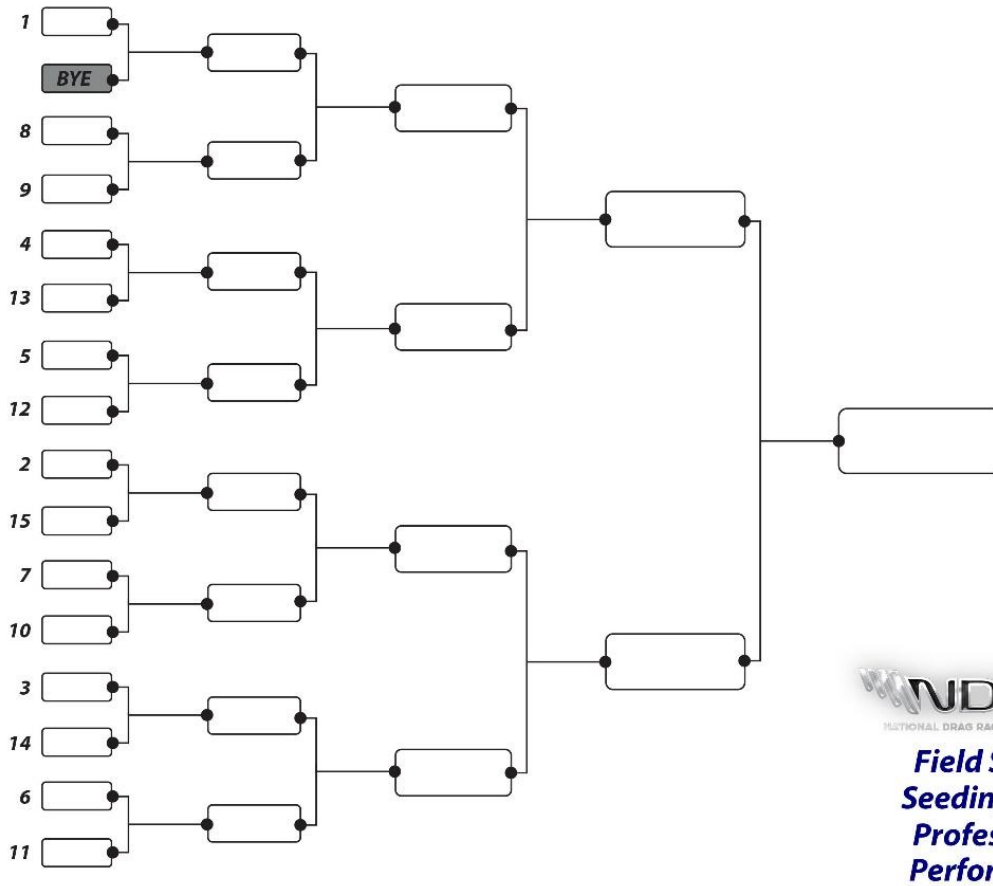
NDRC
NATIONAL DRAG RACING CHAMPIONSHIP

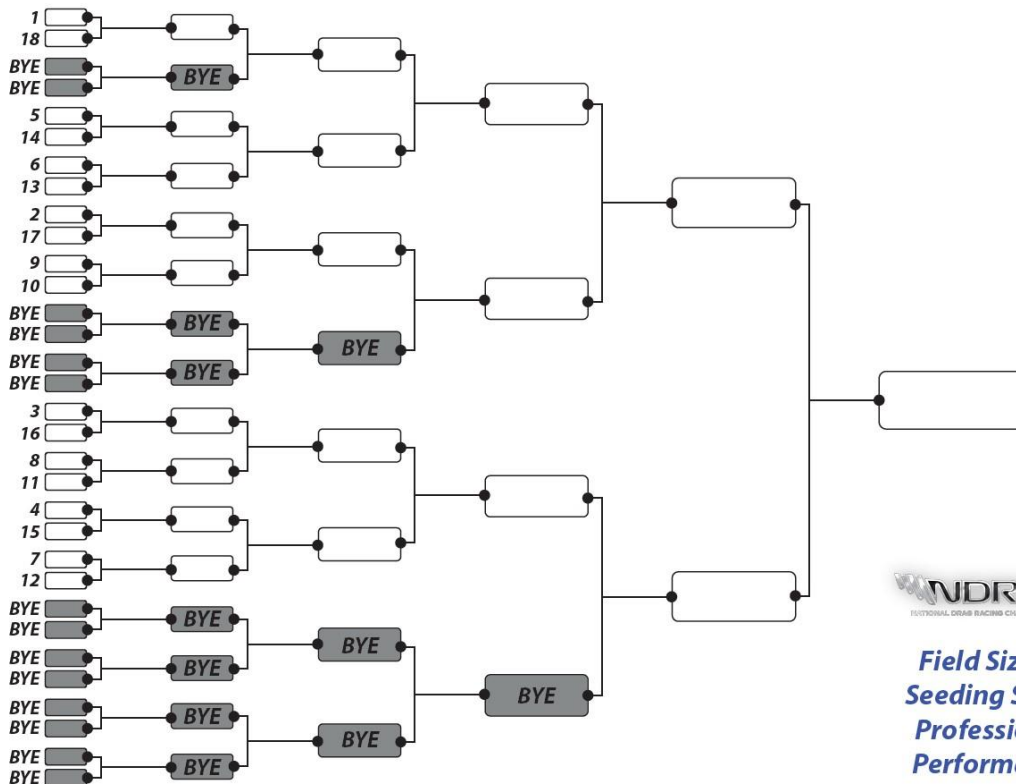
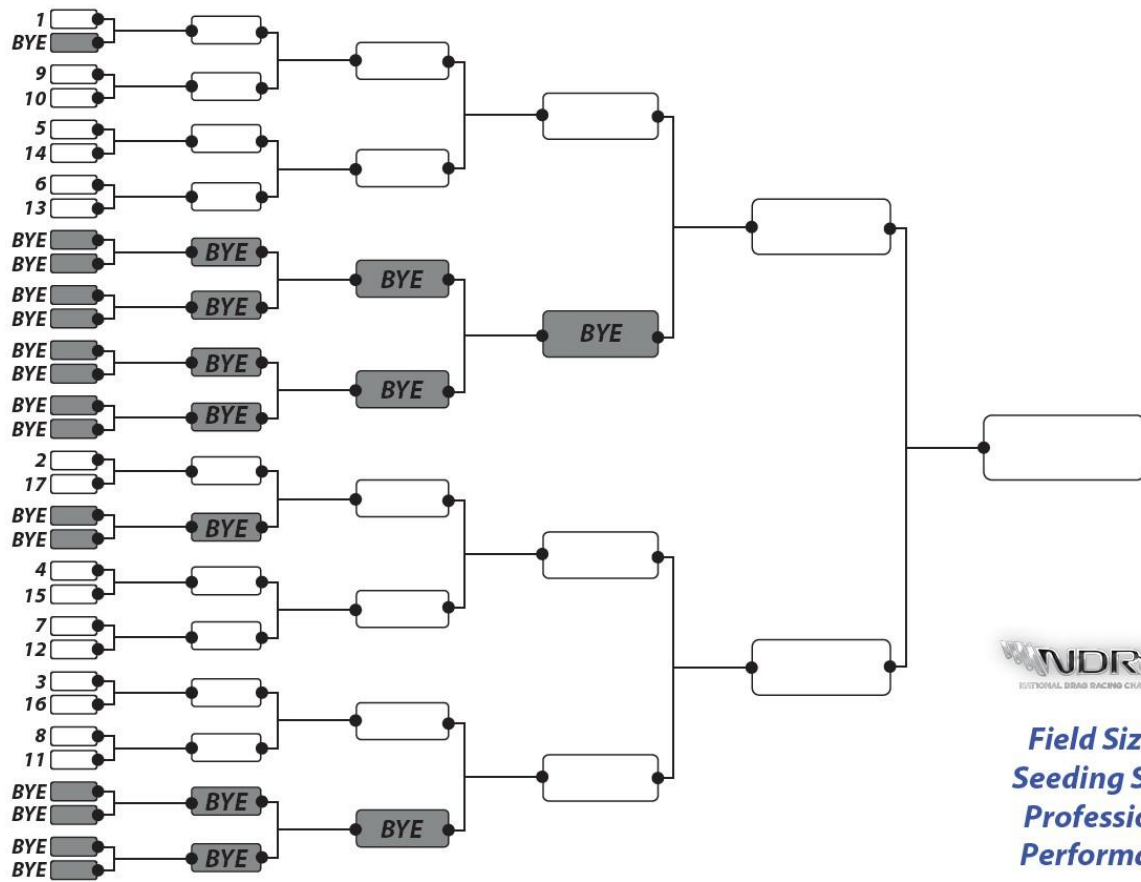
Field Size 13
Seeding Sheet
Professional
Performance

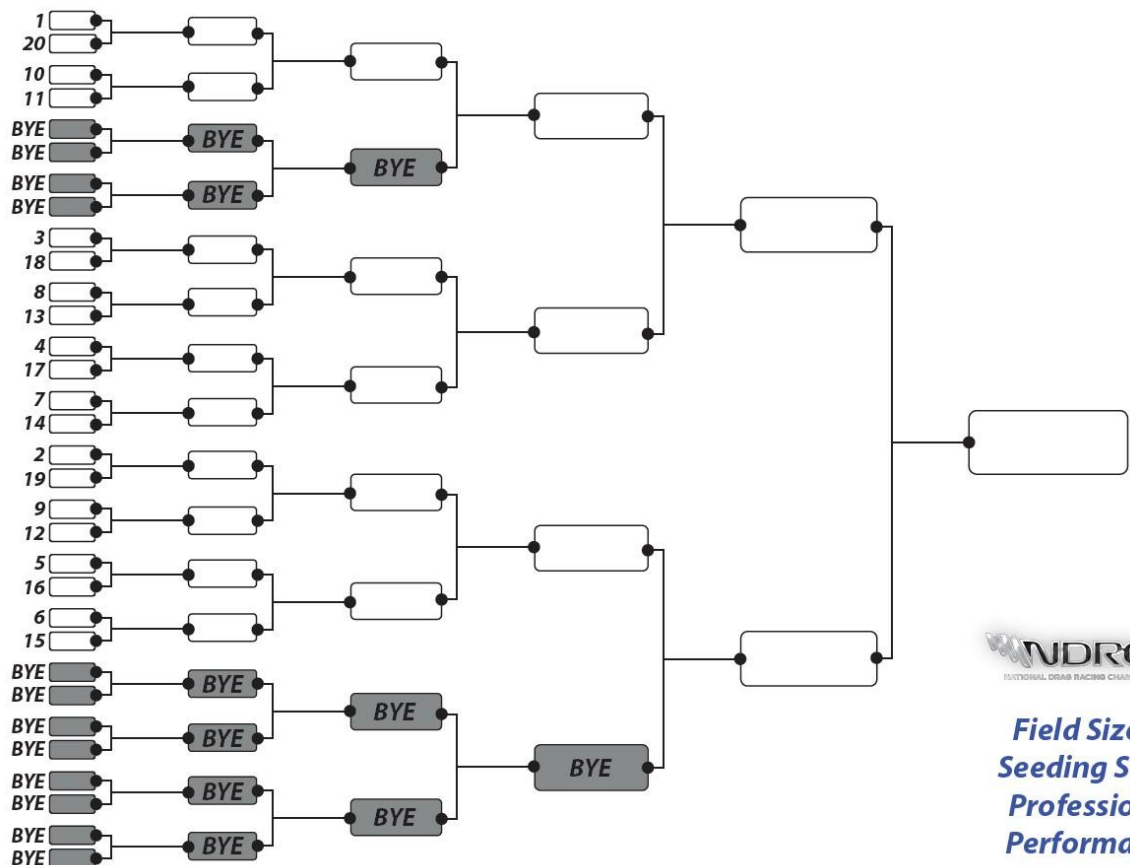
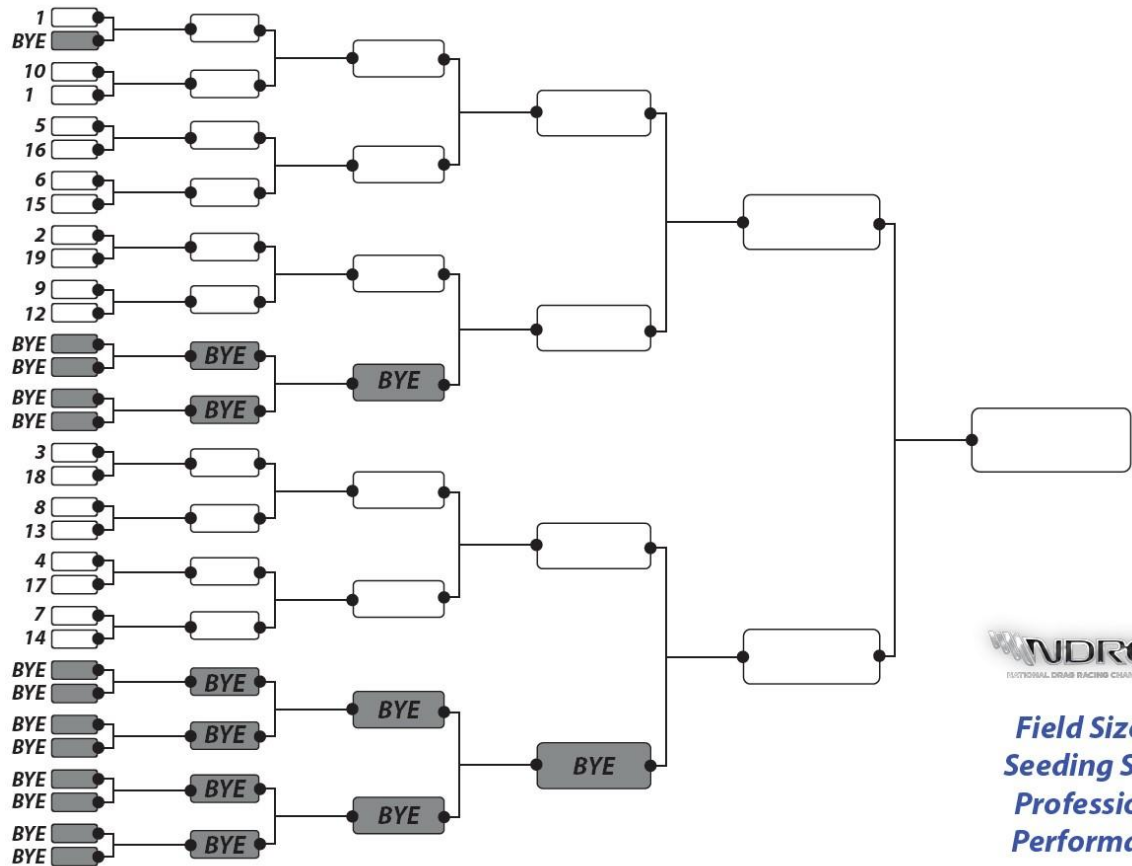


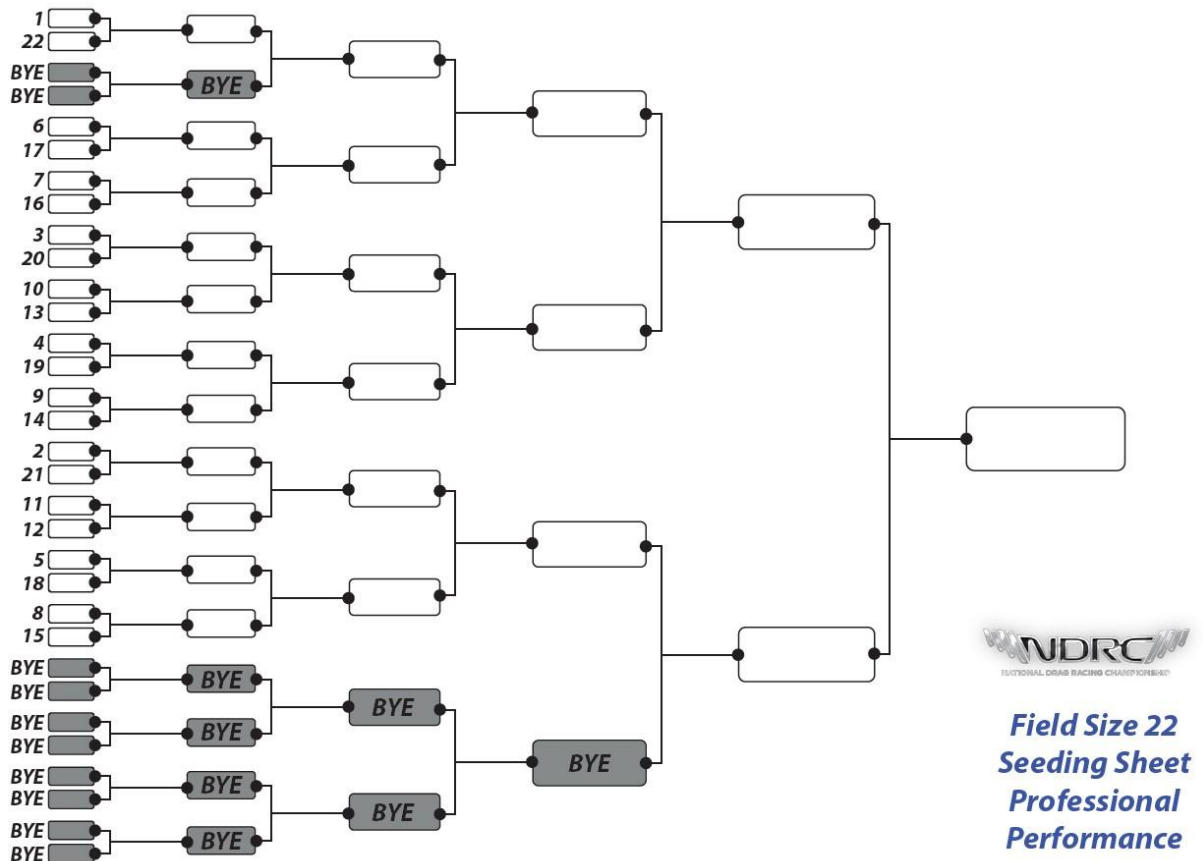
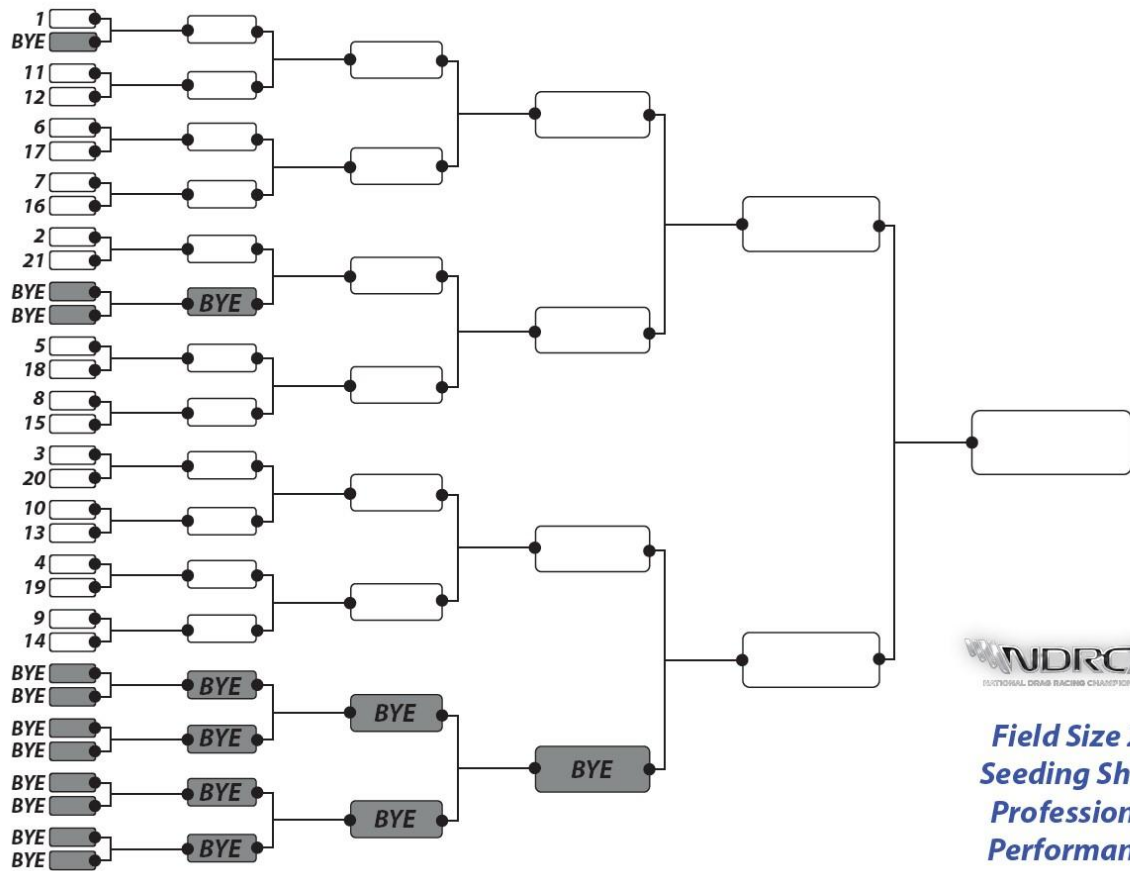
NDRC
NATIONAL DRAG RACING CHAMPIONSHIP

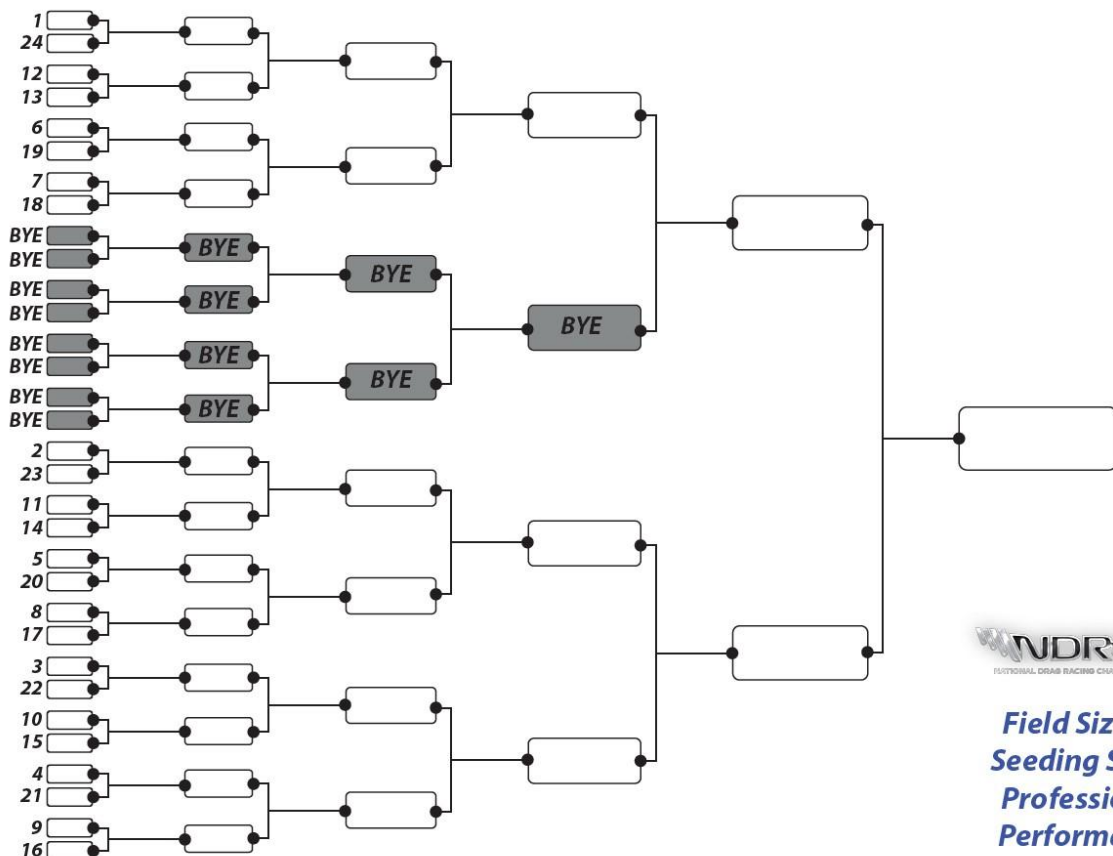
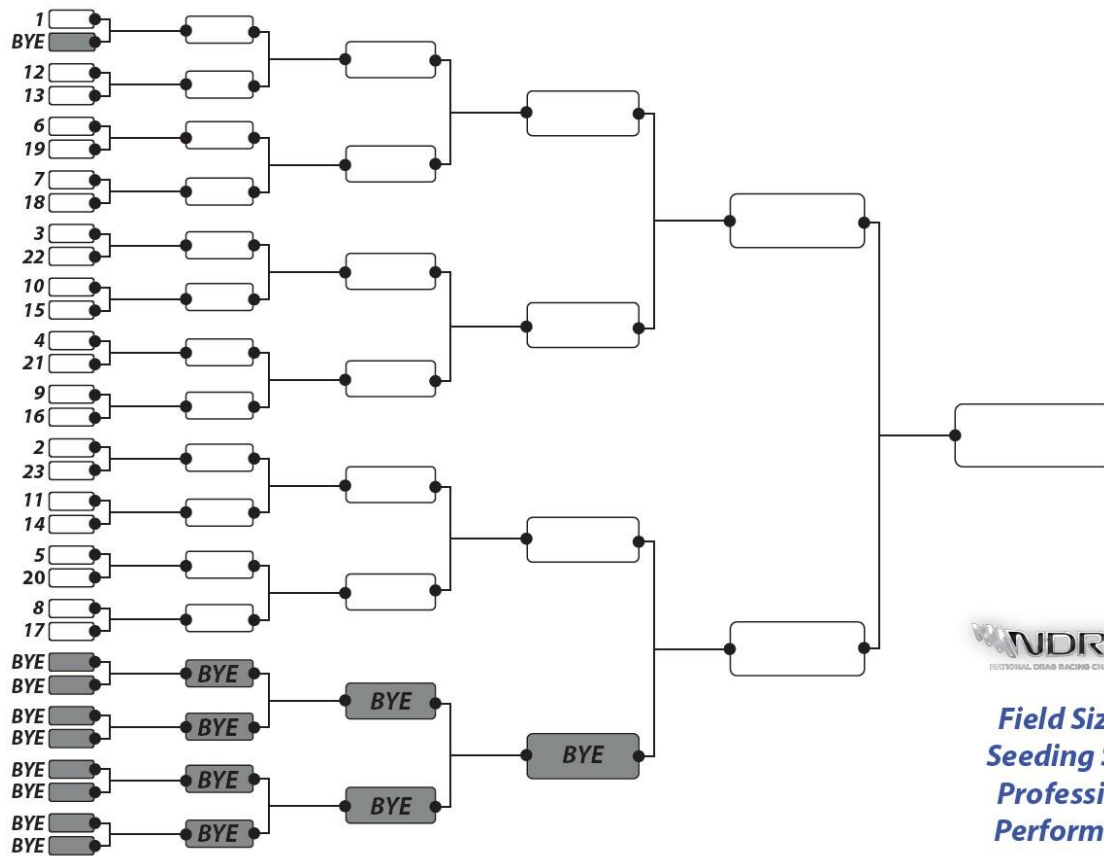
Field Size 14
Seeding Sheet
Professional
Performance

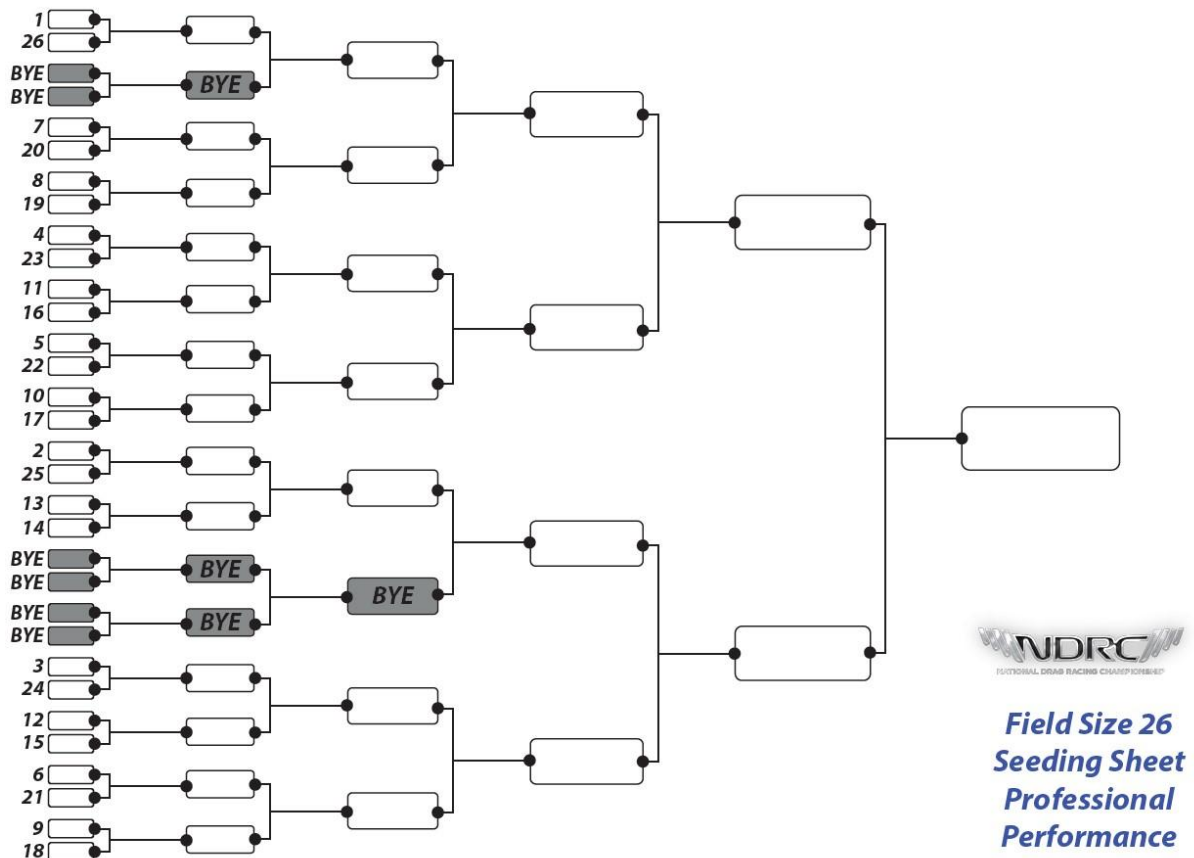
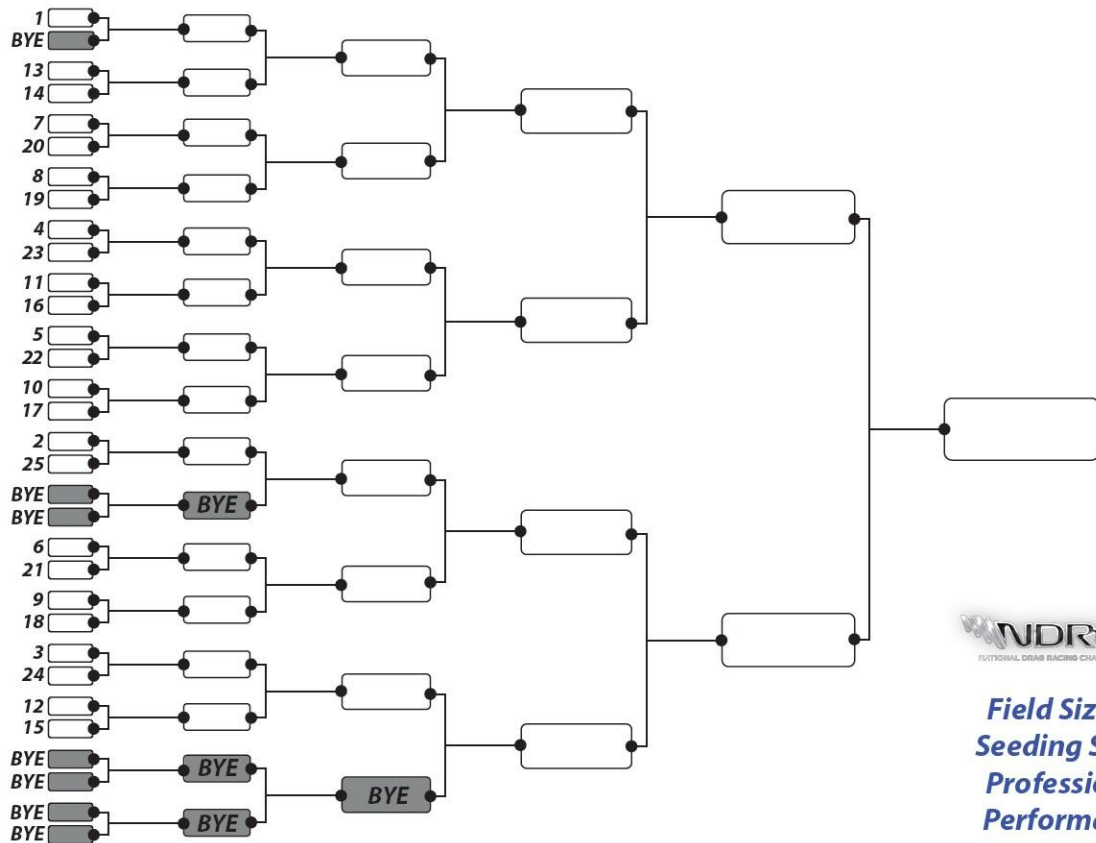


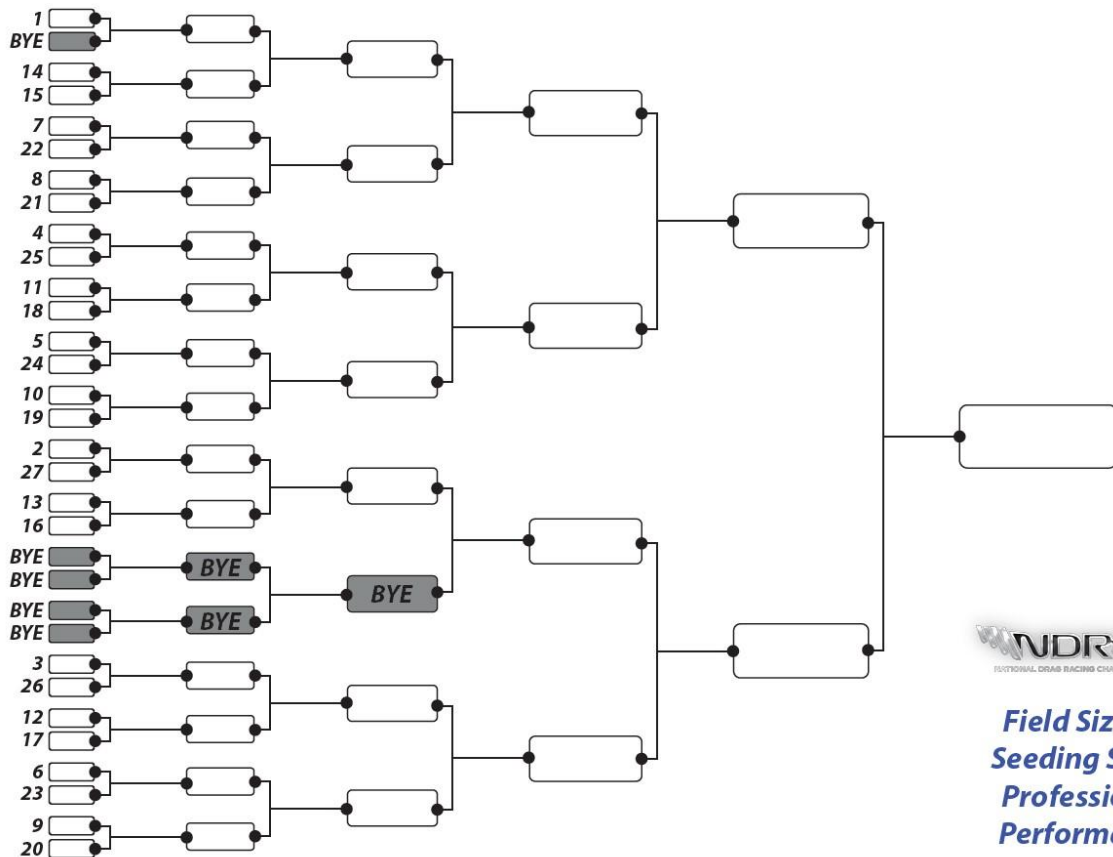




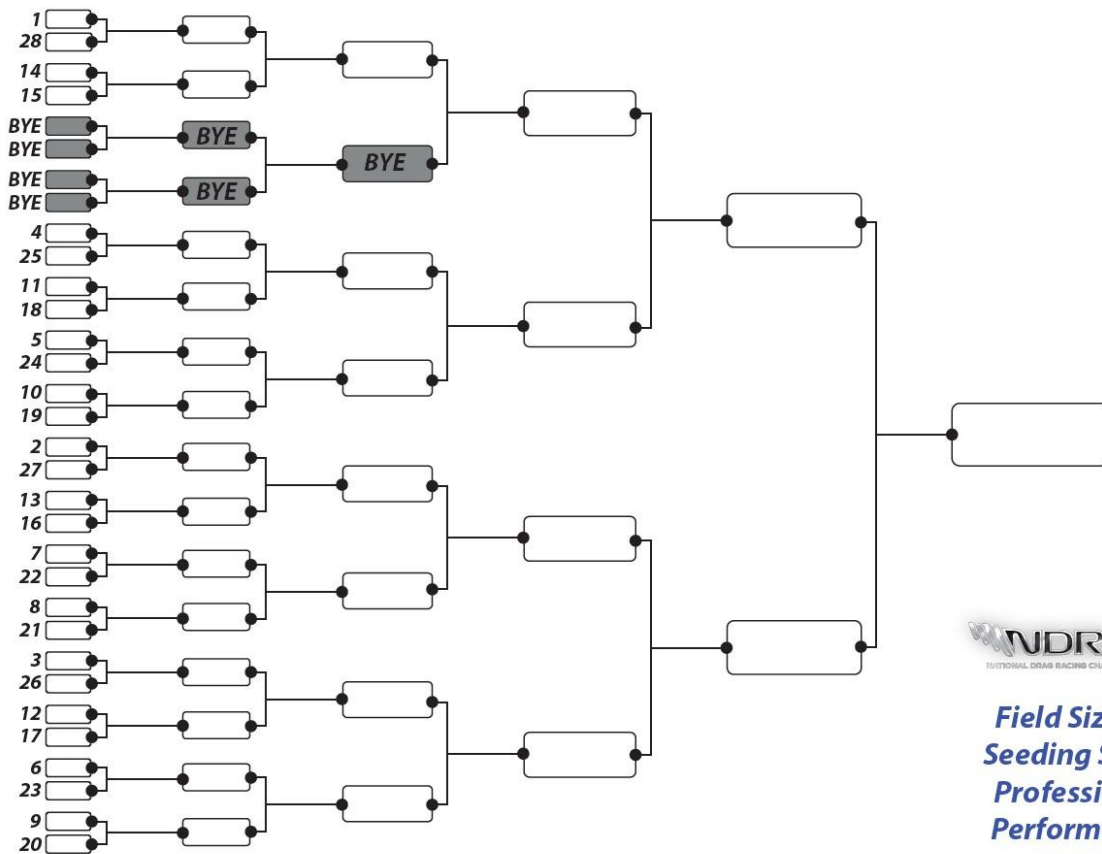




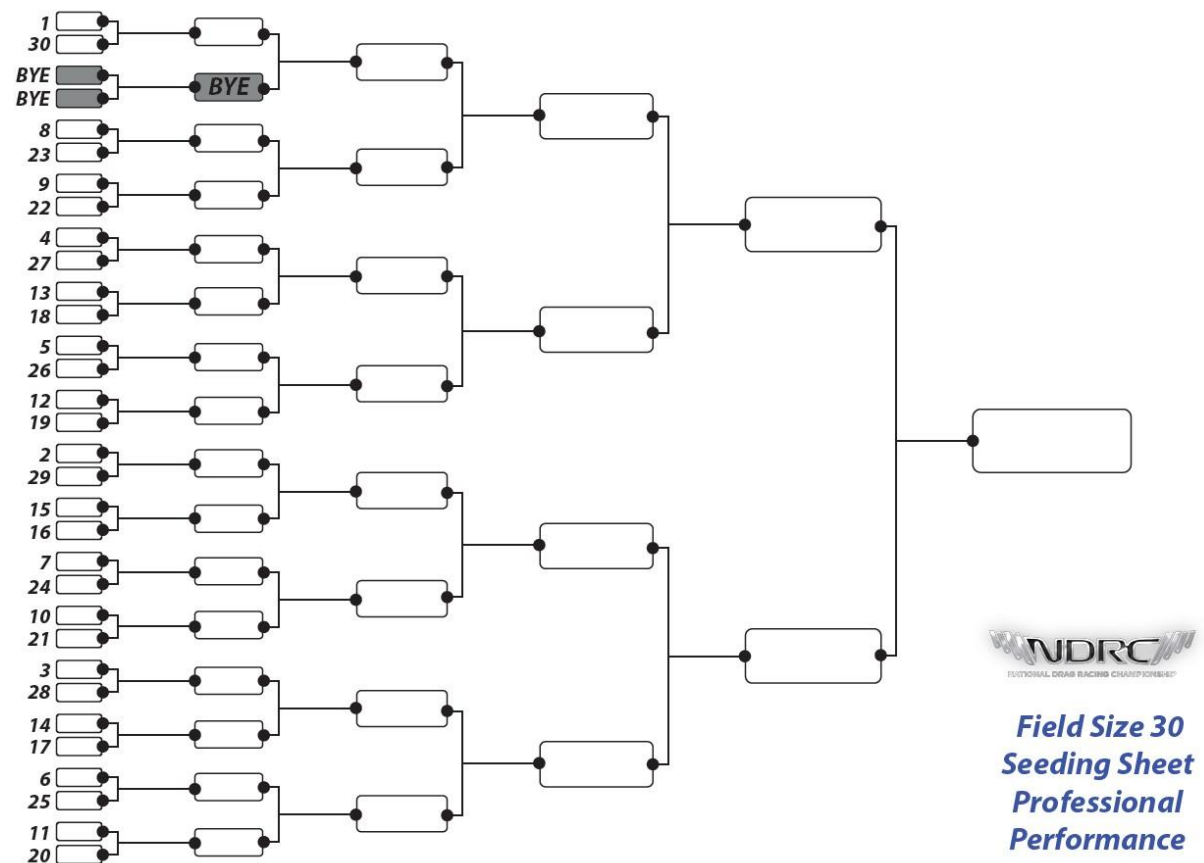
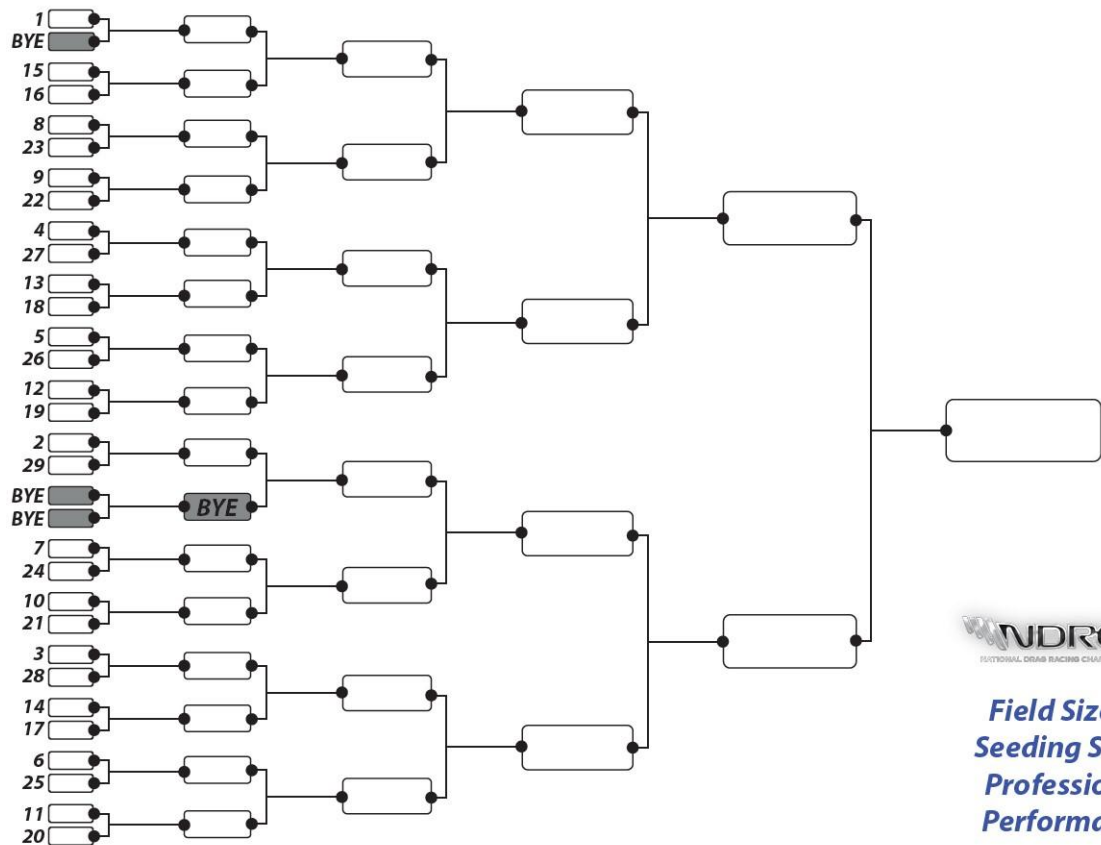


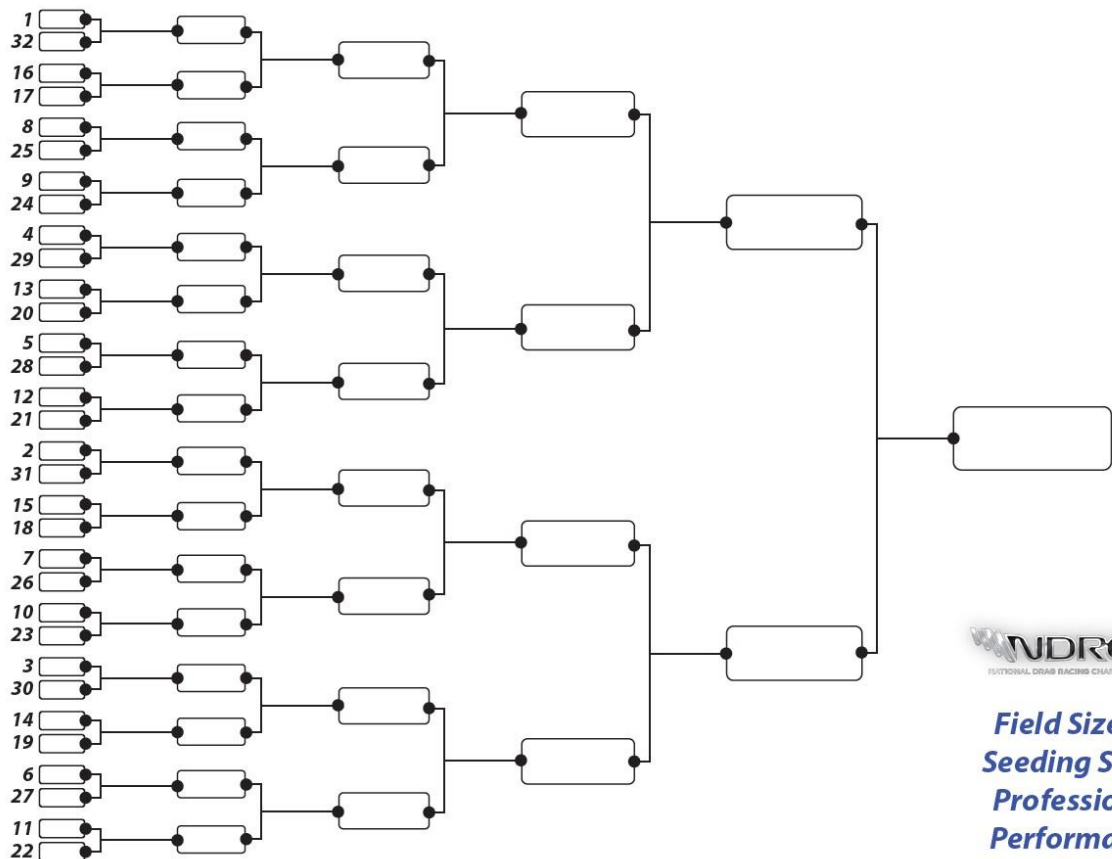
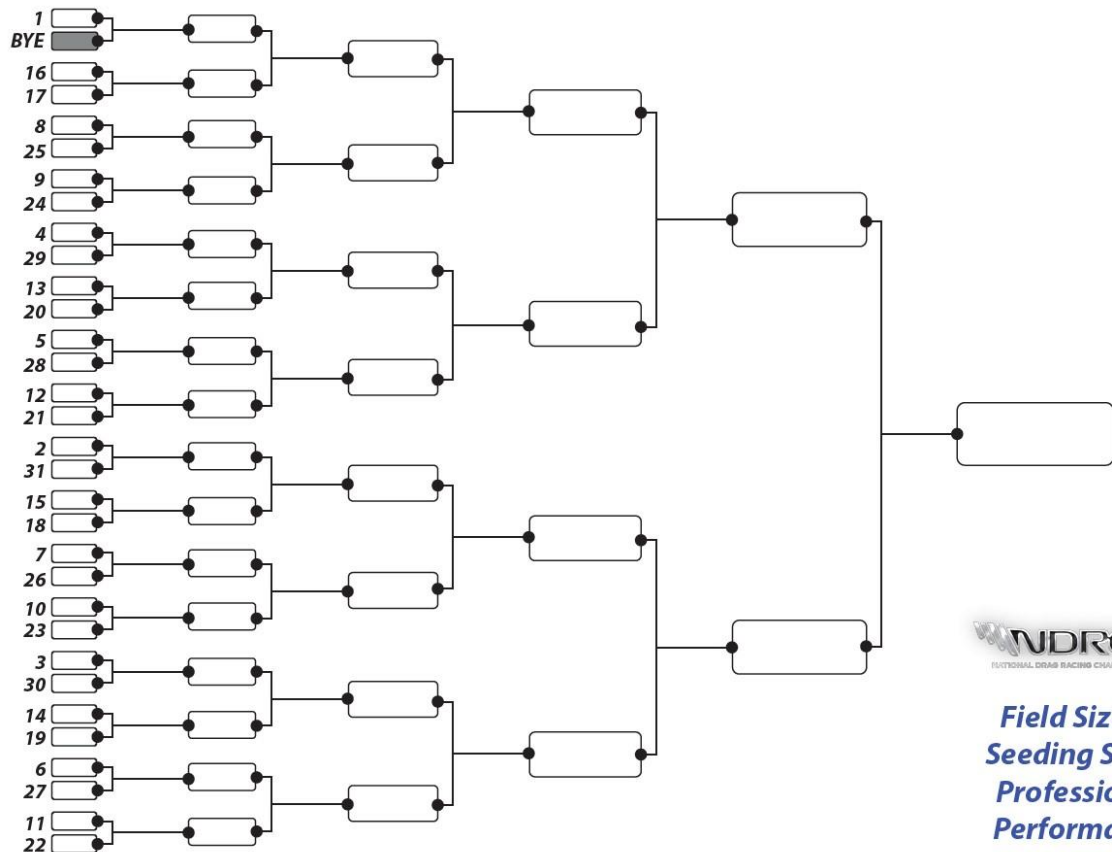


**Field Size 27
Seeding Sheet
Professional
Performance**

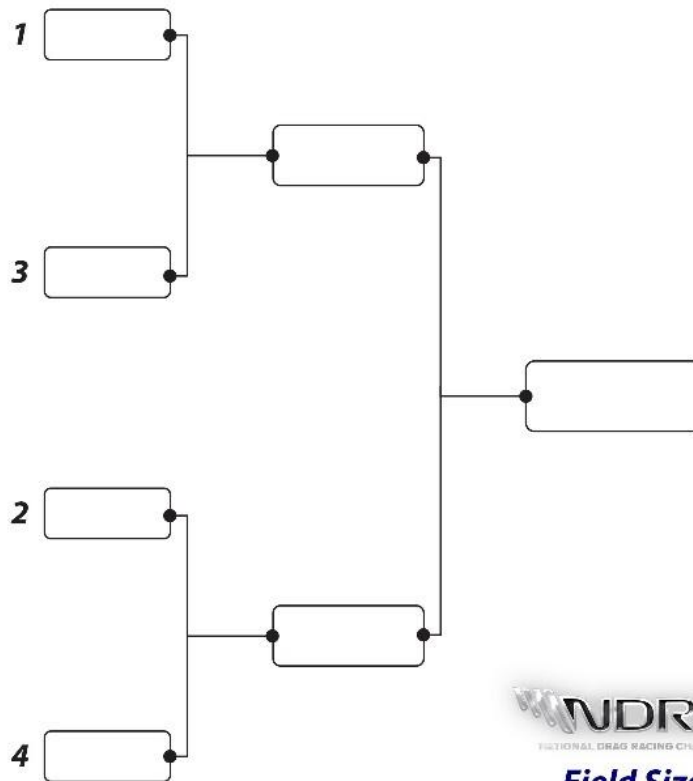


**Field Size 28
Seeding Sheet
Professional
Performance**

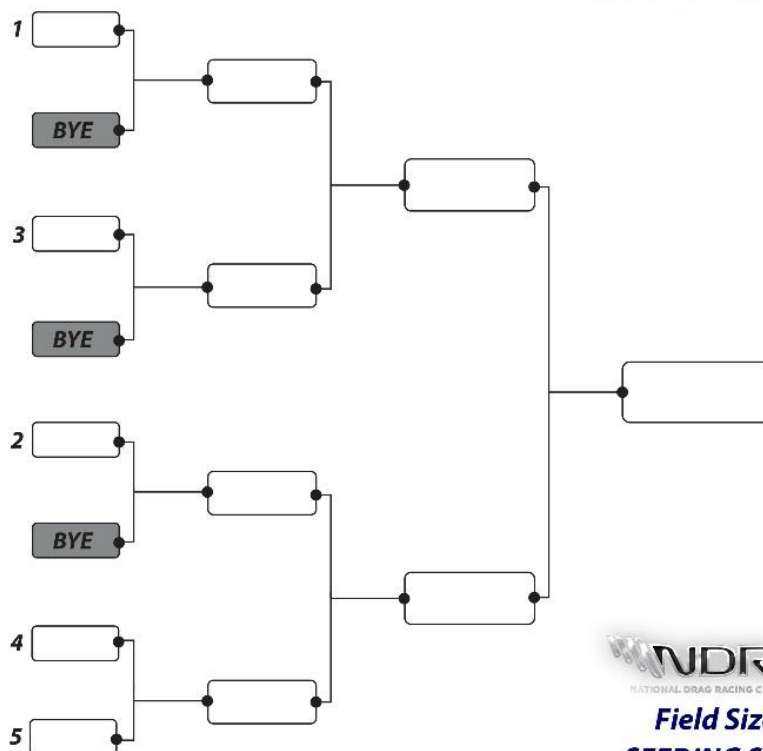




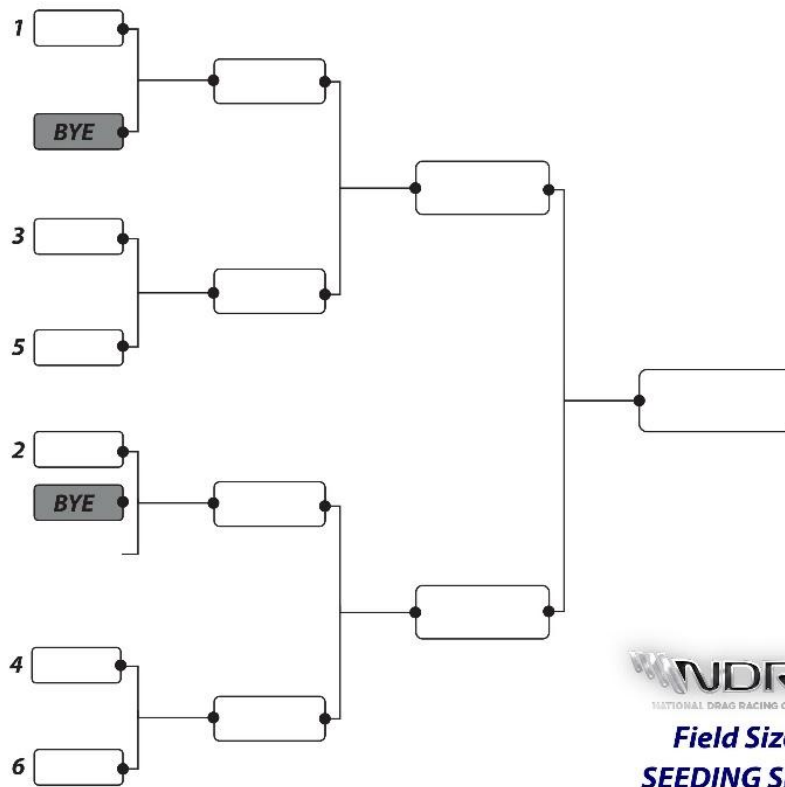
A1.2 SPORTSMAN SEEDING SHEETS




**Field Size 4
SEEDING SHEET
Sportsman**

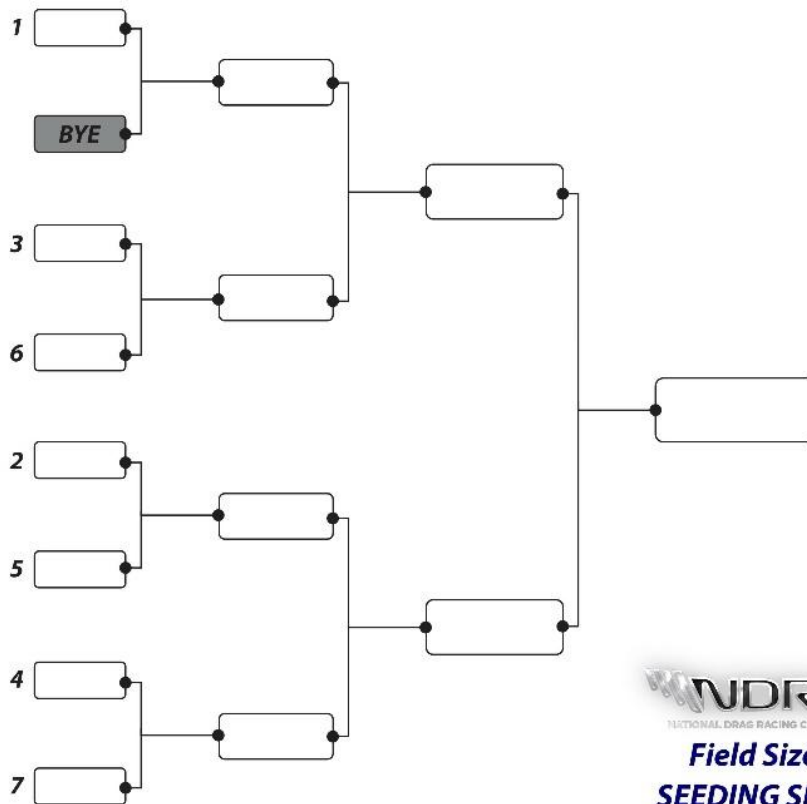



**Field Size 5
SEEDING SHEET
Sportsman**



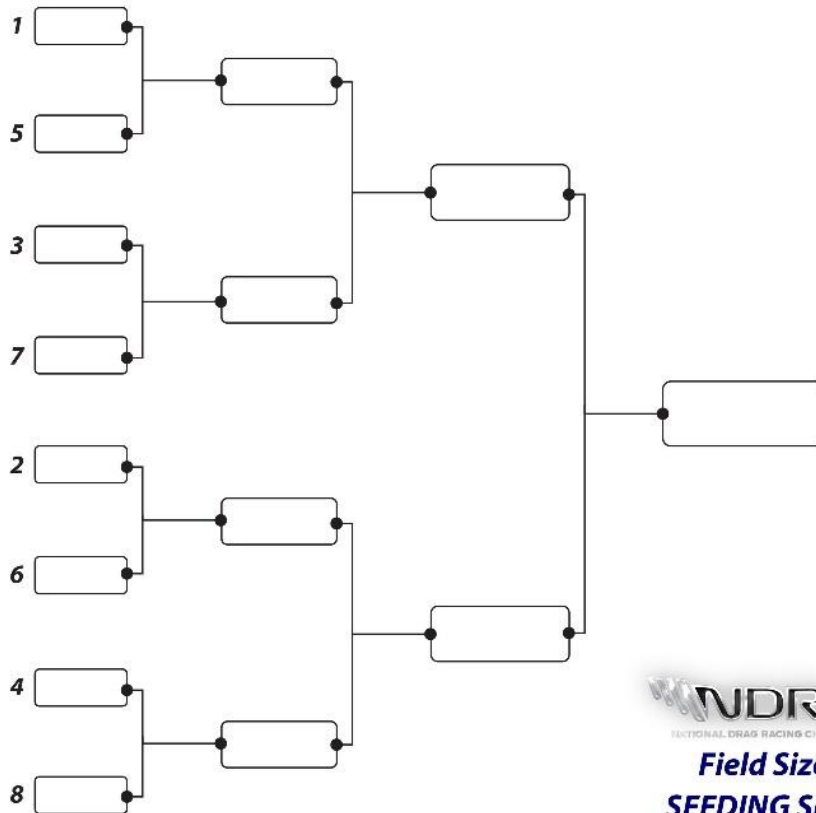
NDRC
NATIONAL DRAG RACING CHAMPIONSHIP

Field Size 6
SEEDING SHEET
Sportsman

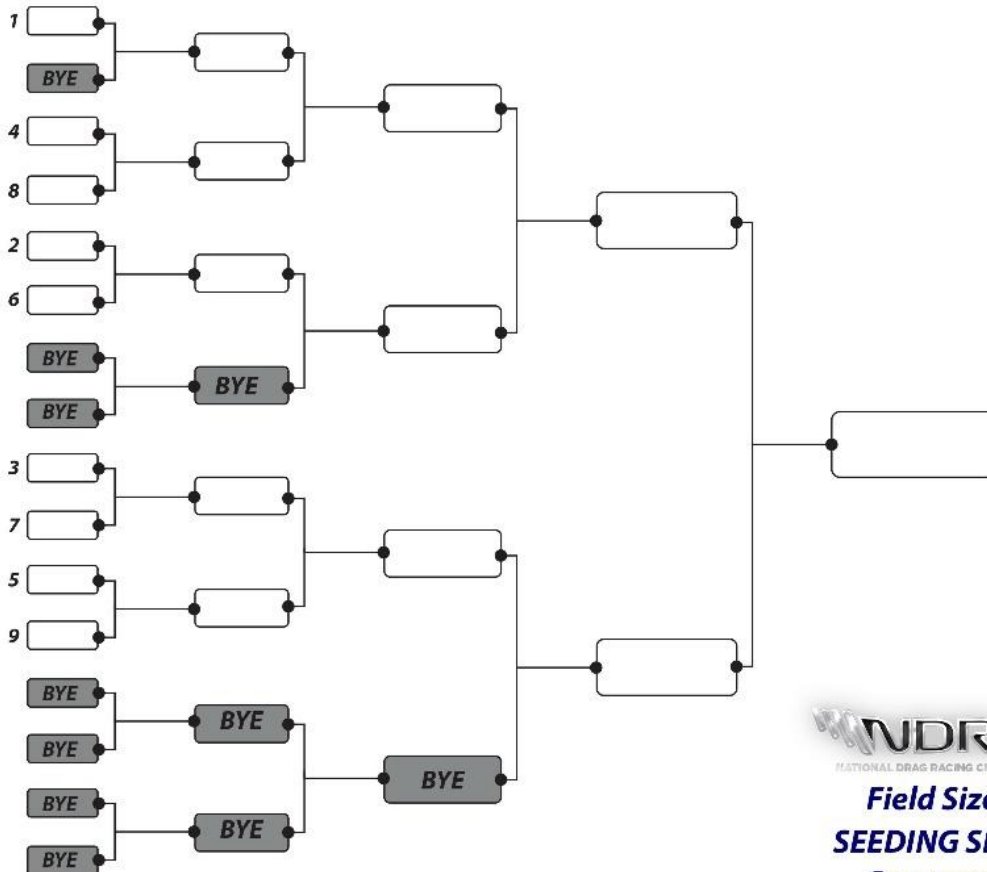


NDRC
NATIONAL DRAG RACING CHAMPIONSHIP

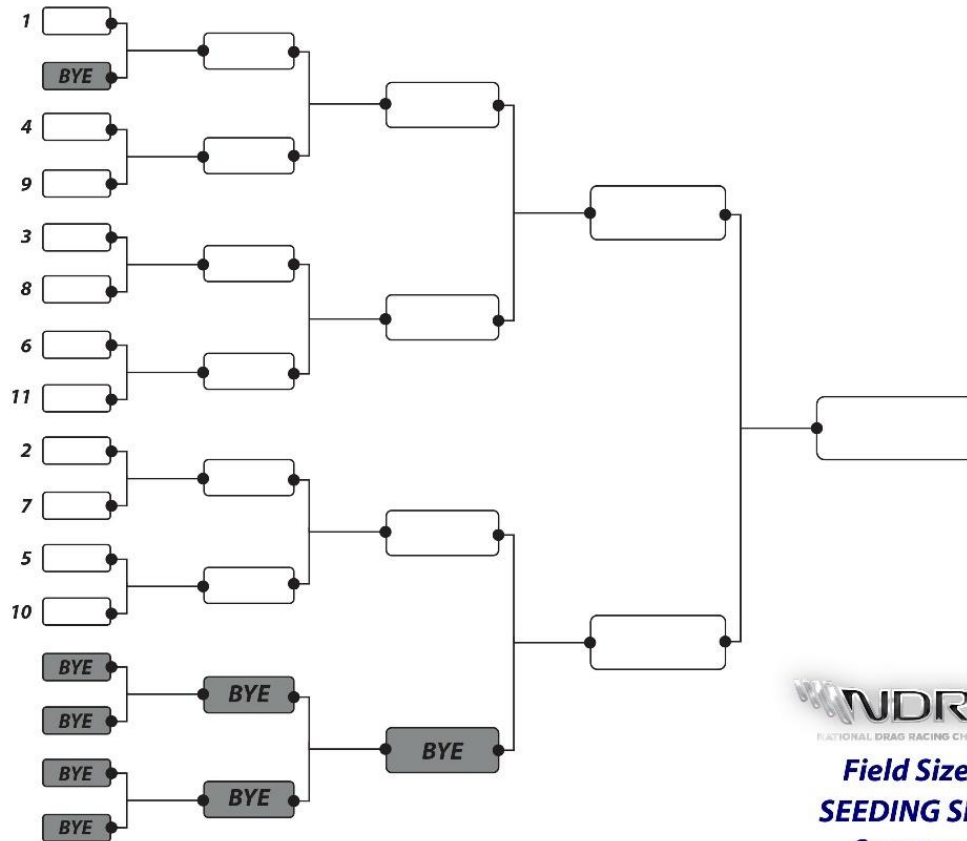
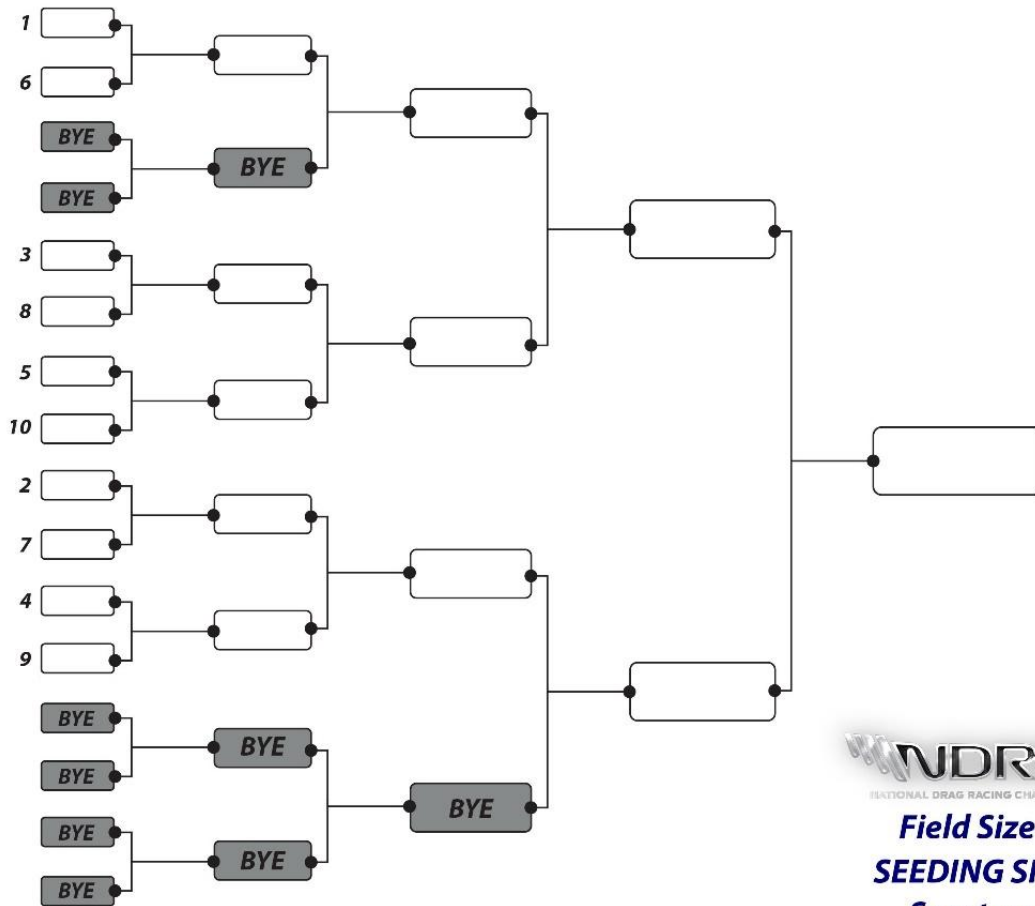
Field Size 7
SEEDING SHEET
Sportsman

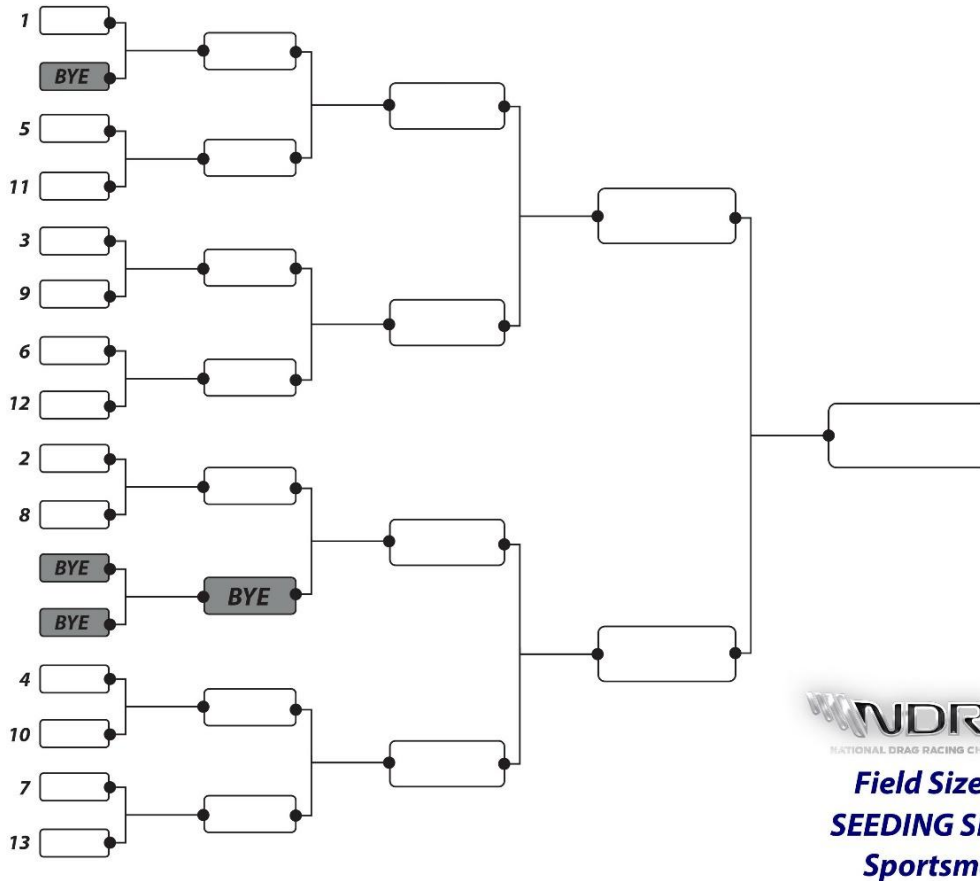
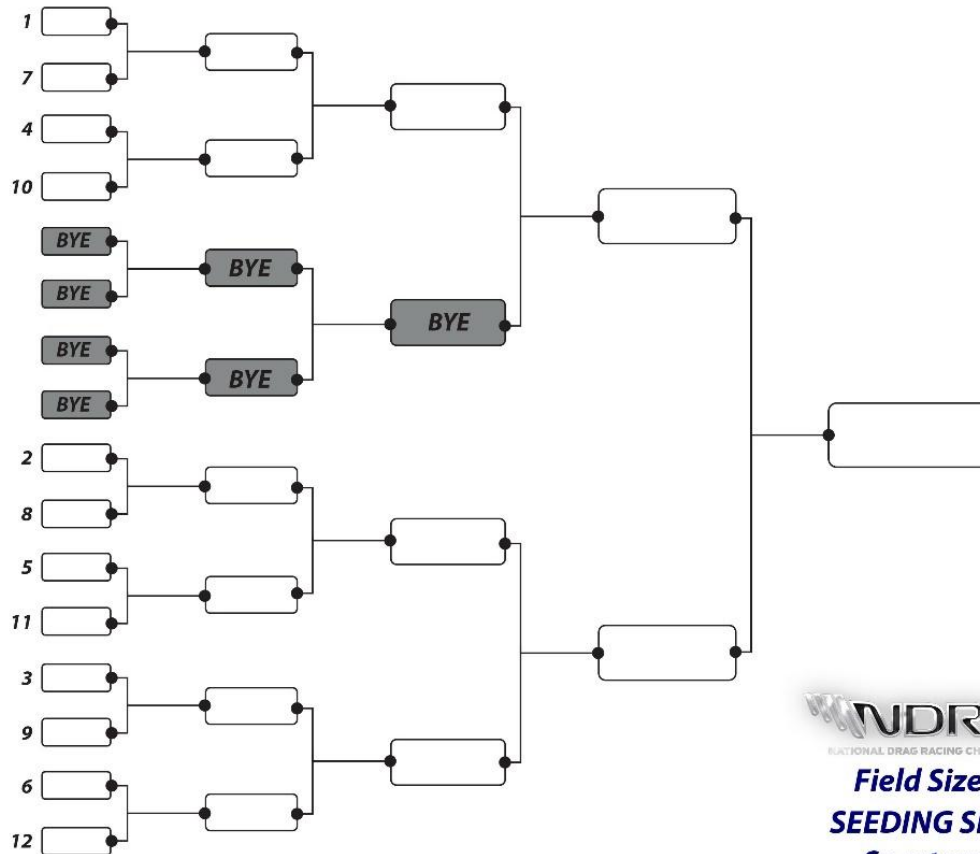


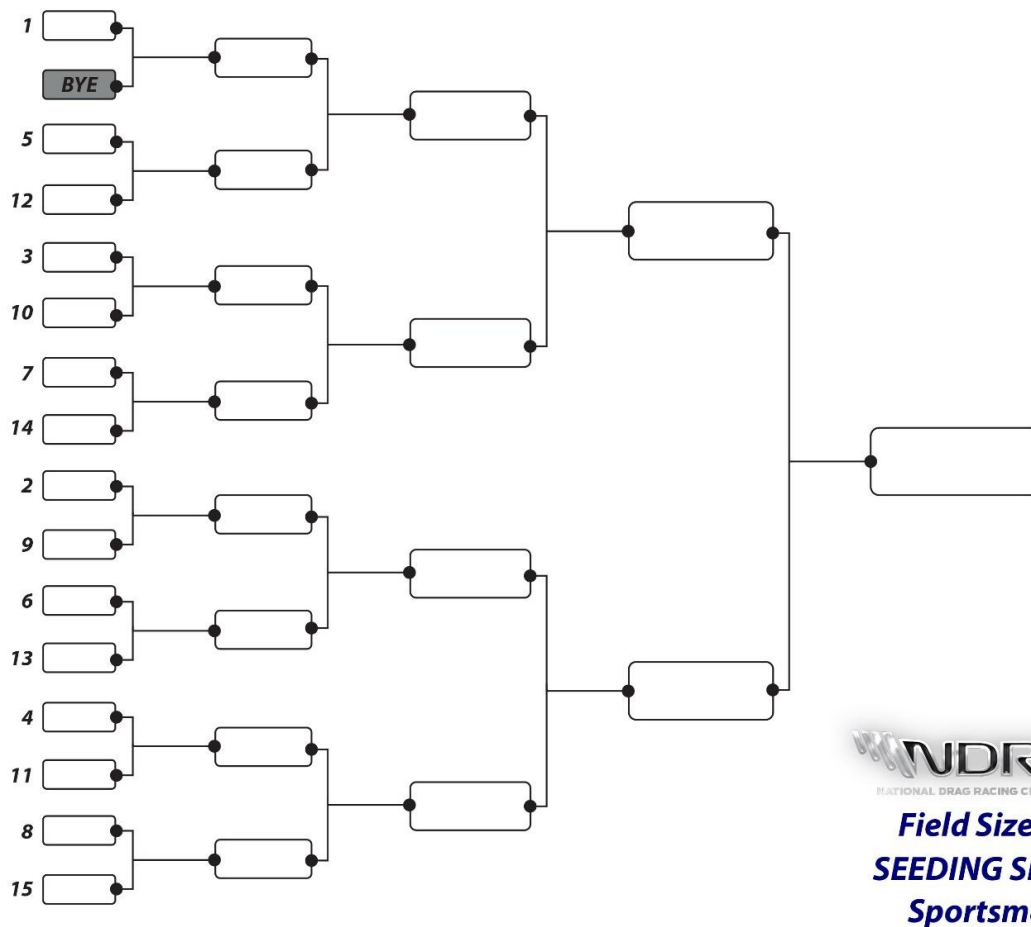
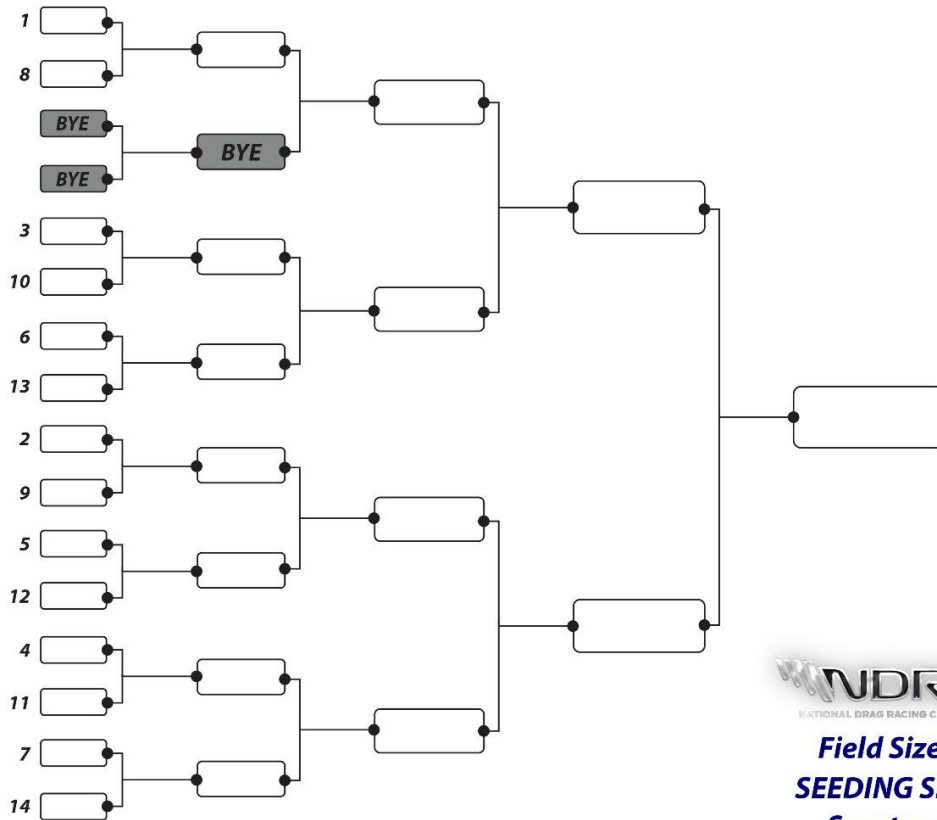
NDRC
NATIONAL DRAG RACING CHAMPIONSHIP
Field Size 8
SEEDING SHEET
Sportsman

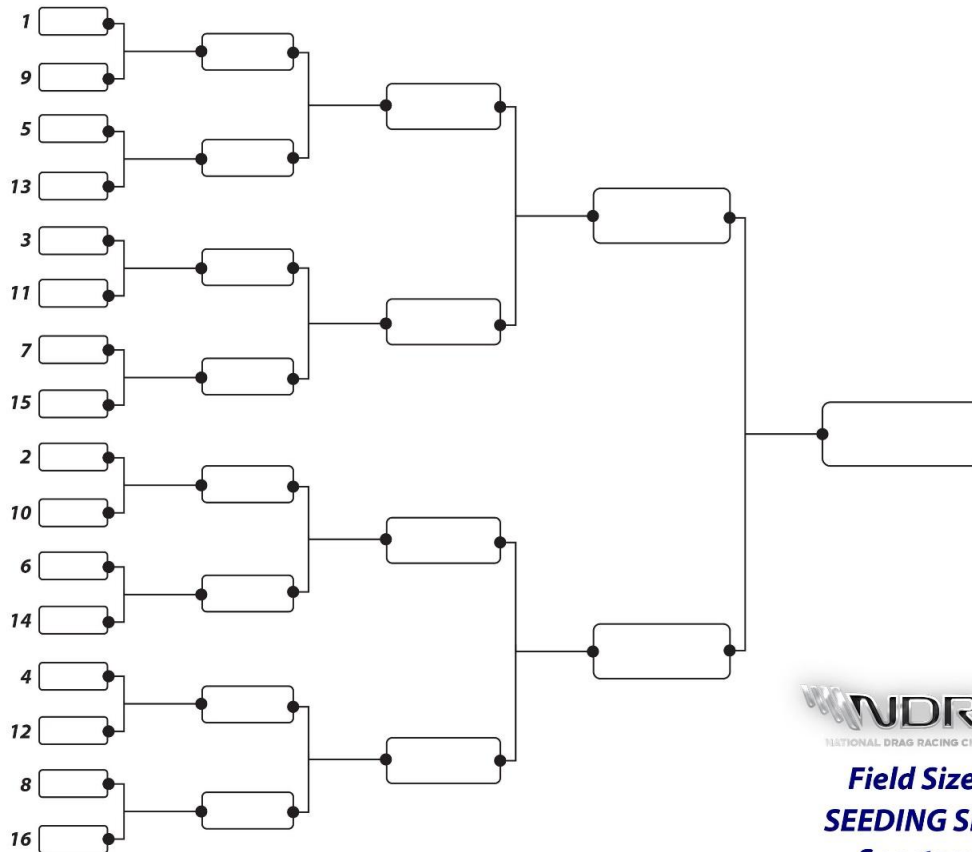


NDRC
NATIONAL DRAG RACING CHAMPIONSHIP
Field Size 9
SEEDING SHEET
Sportsman

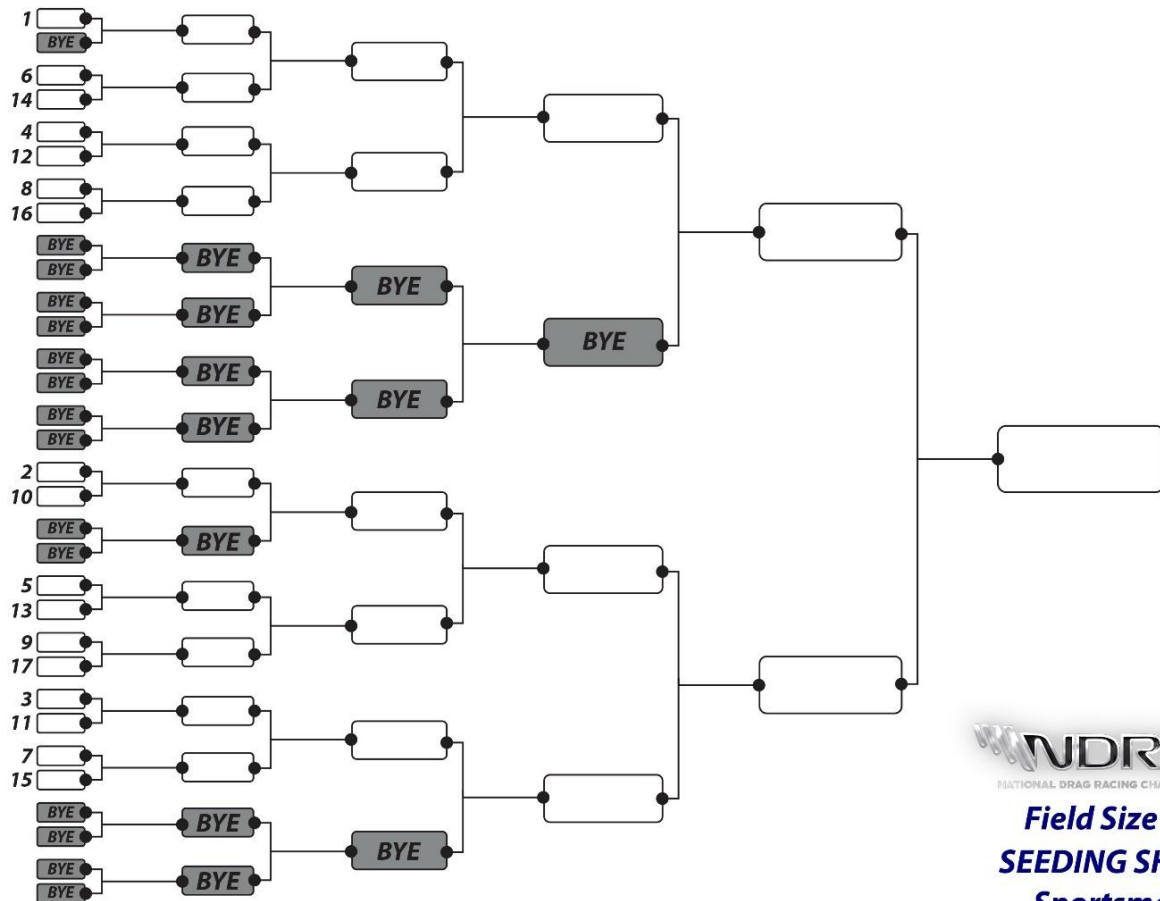




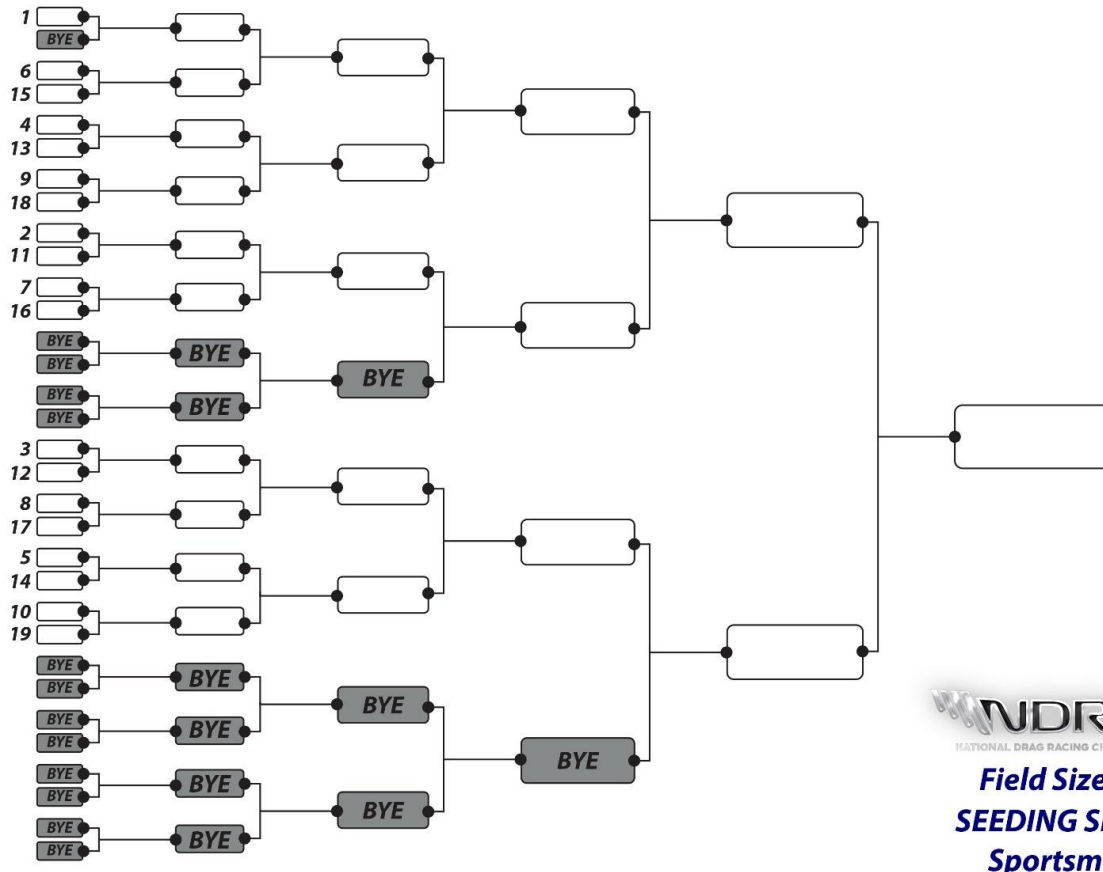
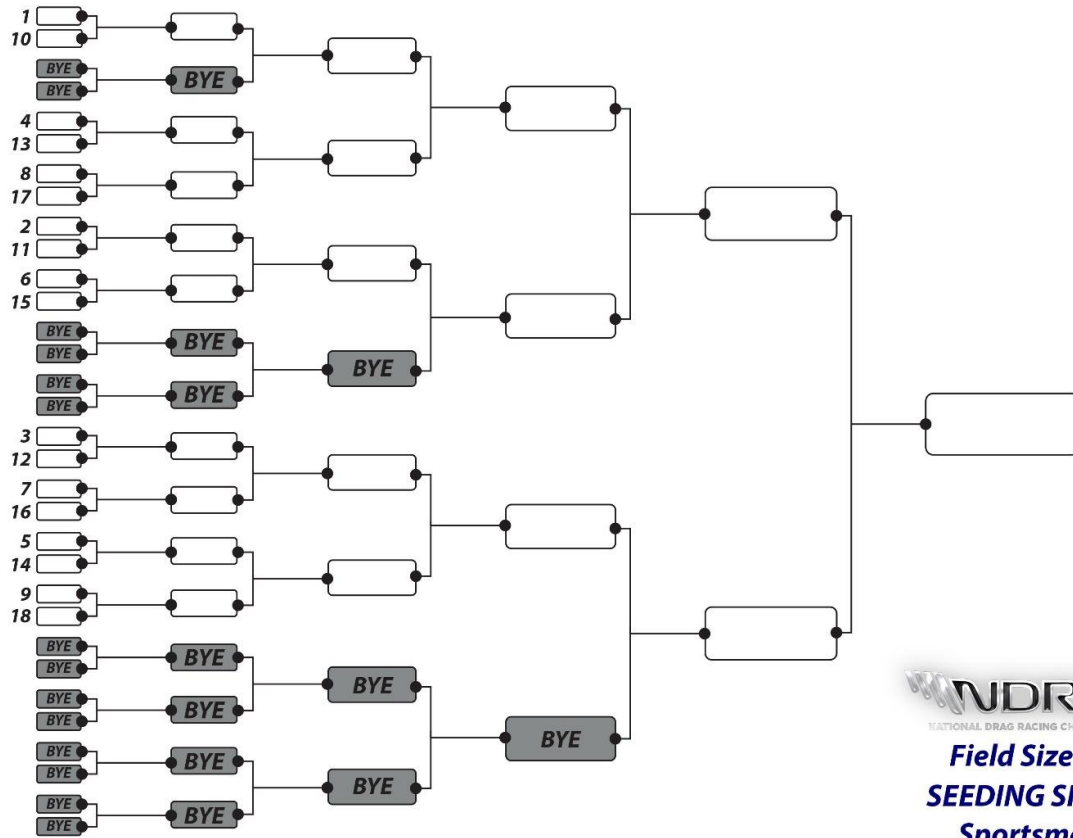




**Field Size 16
SEEDING SHEET
Sportsman**



**Field Size 17
SEEDING SHEET
Sportsman**





**Field Size 20
SEEDING SHEET
Sportsman**



Field Size 21
SEEDING SHEET
Sportsman



Field Size 22
SEEDING SHEET
Sportsman



Field Size 23
SEEDING SHEET
Sportsman

