

Registration

Gates open at 8 am and registration starts shortly after that. Both spectators and Racers are required to stop at the gate to pay the gate fee (See the fee's page of this website). Racers must also get tech card and fill out the information required before registering to race. Tech cards will be taken to the Race tower where you will pay the racing fee and turn in the signed release on the back of the form.

Time trials

Time trials start first thing in the morning, usually no later than 10AM. They will end after three complete rounds of time trials for each class or by 12:15, whichever comes first. These passes are made to allow competitors help determine what ET to "dial into" during Eliminations.

As you approach the staging area and going from left to right, the first 2 lanes are where Peewees and Juniors racers line up followed by 2 lanes for each of the following classes; ATV Trail, ATV Top, 2x4/4x4 Street and Top class. We typically run starting with the peewees / juniors followed by each of the other classes.

During time trials any vehicle that comes in contact with guard railing, barriers, or crosses the center line of the track or contacts any other track fixtures is grounds for disqualifications and will lose their right to use **the reaction time of that pass to gain a bye in the first round.**

Competition (aka Eliminations)

During Eliminations we use the same lanes we did for time trial however we name them as follows for purposes of this discussion as you approach the staging area for your class the left lane will be considered a lane for those with one loss lane B (losing lane). The right lane will be lane for those with no losses lane A (AKA wining lane). This is done to support our double elimination format. In the first round, everyone racing is considered to be in Lane A (no losses) for each class no matter what lane they are in.

The running order of Round 1 will be determined by the drawing cards for each class. A Race official will stand at the head of the class facing the drivers and draw a card. If the card is red the racer to officials right (Lane B) will come out first. If the card is black the person to the officials left (Lane A) will come out. Cards will be draw until everyone in

the class has run. This way you never know who you're going to end up running. Following is marked up google maps satellite photo of our tracks staging area while we were racing so that you can see the classes as well as the A & B lanes for each class. The separation begins with the results of round one.



When you return you must go to the following lanes: the loser of the round goes to lane B (AKA losing lane) and the winner to lane A (AKA winning lane). Subsequent rounds are run across this class / lane combination Lane B runs first then lane A.

Lane B competitors cannot return to Lane A and are done for the day once they lose for the second time. Lane A competitors return to that lane providing they continue winning and go to Lane B if they lose and stay there until they lose again.

Each round is run Lane B then Lane A for each class until we are down to 2 vehicles in each lane (semifinals). The Semifinal rounds are a run in similar fashion Losers then Winners. In Lane B the Loser of the semifinal round gets 4th place honors for the class. The winner comes back around to Lane B and waits. In Lane A the winner gets 1st place for the class. The loser of lane A goes back around to lane B to the waiting competitor. The final round is run out of Lane B to determine 2nd and 3rd place. The 2nd place honors go to the winner of this round, while the loser gets 3rd place. While this format seems complicated, it really isn't. More importantly our racers enjoy the second chance option that double elimination provides. You can lose first round and still get 2nd place.

The tower tracks the line-up which is why it is important that racers always return to proper lane before the next pair in the class returns