

Dragster AUSTRALIA

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DIAL • IN

with GEOFF CRISP

“ *Who is more important in that group of three? Probably the racer because the tracks can and do run Bracket style events without spectators and major sponsors so it stands to reason that if they can operate without the aforementioned two the racer is the odd one out.* ”

Value for money, that particular phrase is being trotted out more and more these days as racers, spectators and of course sponsors all question why they are involved in our sport of Drag Racing.

The three above mentioned groups are the Drag Strips (promoters) customers and to keep the ledger on the positive side one must look after all three of their customer groups.

Is that currently happening I ask and the resounding comment back is NO the three customers are not being looked after, and it is starting to have an effect on the business of Drag Racing as far as I can see.

Who is more important in that group of three? Probably the racer because the tracks can and do run Bracket style events without spectators and major sponsors so it stands to reason that if they can operate without the aforementioned two the racer is the odd one out.

So what do the racers need (without being silly) and from what I am hearing is the opportunity to get to run ALL their allotted passes, especially during qualifying, and that means if there needs to be a two day bracket event so be it. Kwinana have already worked out that with their anticipated 250 entrants at National Opens you just cannot squeeze that into one day so their events will be two-day events

Stuff like that needs to be sorted and sorted early because the practice of shortening qualifying sessions because of too many cars sucks. More racers make for a better event so why penalise the racers for wanting to race? Having said that I do not believe that banning Group One testing from Bracket events is the way to go IF you are going to make the event a two day one. Even back in the 90's at Sydney's Eastern Creek Raceway meetings were always Saturday qualifying (8 am to 4 pm) and Sunday racing.

Another thing that should be considered is (and I can already hear the sighs of the promoters now) more pit access passes for teams. These days the driver is not always with the rest of the team and getting into the facility without having to walk miles is becoming an issue that teams are starting to have troubles with. Just because a team is not a Group One team does not mean they don't need more car passes, it's all about making things easy and if things are easy then people are less stressed, and if we can get the racer to be calm then the officials will be better treated and maybe, just maybe people will start having fun at the drags again, just like it used to be.