



ULTIMATE SPEEDWAY NATIONALS

INCORPORATING

USC SPRINTCARS

JANUARY 17TH & 18TH 2020

COMPETITOR INFORMATION

ULTIMATE SPEEDWAY NATIONALS

incorporating USC Sprintcars - January 17th & 18th 2020

ACCOMMODATION:

HOLIDAY INN PARRAMATTA IS HOME OF HORSEPOWER FOR VALVOLINE RACEWAY

The Holiday Inn Parramatta is the official accommodation provider for the 2019/2020 season at Valvoline Raceway.

Valvoline Raceway will offer a shuttle service to and from the Holiday Inn on race nights.

“The Holiday Inn is about two minute walk from the Westfield Shopping Centre so everyone can do whatever shopping they’d like, and Valvoline Raceway is very close too.

Plus there’s the entire Parramatta shopping and restaurant district nearby.

It’s an exciting relationship for us and we think that our fans will really see the value in staying there with so much to offer,” says Waldron. The modern Holiday Inn Hotel in Parramatta’s suburban business district is a 6-minute walk from Harris Park train station, 2.1 km from Rosehill Gardens racecourse and 14 km from the Koala Park Sanctuary. Relaxed rooms feature flat-screen TVs, Wi-Fi (free) and iPod/iPhone docks, plus desks, mini-fridges, and tea and coffeemaking facilities. The 1-bedroom suites add separate living areas, sofa beds and Nespresso coffeemakers, plus whirlpool baths. Room service is available 24/7.

There’s a modern restaurant and a lobby bar, plus a heated outdoor pool, a hot tub, a fitness room and a business centre. A breakfast buffet and parking are available at a charge.

Valvoline Raceway is proud to endorse The Holiday Inn Parramatta as the official accommodation provider for the 2018/2019 season.

To book your accommodation please call (02) 9891 1277.

The Hotel is located at 18-40 Anderson Street Parramatta. The code-word to access the Speedway discount rate is VALVOLINE RACEWAY so please advise Holiday Inn Parramatta staff when you book.

Please book your accommodation early as this is a big week for speedway.

CAMPING

Competitors who wish to stay in Transporters or motorhomes can do so for a fee of \$50 per night per vehicle for the duration of the Nationals payable to the speedway office in advance.

VEHICLE STORAGE AND PIT PARKING

Competitors can leave transporters and equipment in the pit area of the speedway for the duration of the Nationals period and must be organized at the time of nomination.

Competitors may organize a guaranteed pit parking spot for the duration of the speedweek period for a cost of \$50 per racing night. If you wish to purchase a pit spot, please contact the speedway office and must be organized at the time of nomination. Spots are limited as competitors that have purchased a season pit bay will retain their spots.

DISCLAIMER

USN Supplementary Regulations apply any time before, during or after a race meeting and are not subject to appeal. Please direct any queries to the management of Made Too Go.

If a driver is deemed to be bringing the sport of Speedway racing into disrepute, whether that be via the track's public address system or ClayPerView, at any Made Too Go venue, they may be penalised by Management by way of a fine or for more serious offences, suspension from the venue.

AMENDMENT OF THESE REGULATIONS

Made Too Go reserve the right to update, change or amend any of the supplementary regulations at any time and no correspondence will be entered into.

CONTACT VALVOLINE RACEWAY

Made Too Go Head Office

Phone: 02 9637 0412

Office Hours: 9am - 5pm weekdays NSW Time

Ashley Johnston – Office 02 9637 0412

Email: office@sydneyspeedway.com.au

OFFICIALS

Chief Steward and Race Director: Wayne Baines

Clerk Of Course: Alan Edwards

NOMINATIONS

Nominations for the USN to be via the host State Member Club (SMC).

Nomination fee:

For drivers pre-nominating and paying prior to close of pre-nominations the fee will be \$250 + GST for Sprintcars, \$150 + GST for Late Models. For drivers nominating after the close of pre-nominations the fee will be \$300 + GST.

Pre-nominations will close as of midnight on **Sunday 5th January 2020.**

RULES

The USN will be run to the Sprintcar Control Council of Australia Racing Rules, and Supplementary Regulations as advised.

SUPPLEMENTARY REGULATIONS

RACE STARTS

If either of the pole cars are deemed to have broken the start creating a false start then the offending driver will be penalised 1 row immediately.

RESTARTS

All restarts will be 2 row restarts. Except on a complete restart, yellow on a yellow or under 10 laps in a main then it will be single row cone starts. Late Models will incorporate the Delaware Starting option.

WORK AREA

There will be a designated work area for the A Main events only. There will be a guaranteed 2 mins for the first half of the race only. Any work can be done except refueling. The work area will only apply if time permits and will be announced prior to the A main via the Chief Steward.

The work area will be identified by the Chief Steward at drivers briefing.

Any driver utilizing the work area will rejoin rear of field.

WHEEL COVERS

Both 5 and 3 mounting point wheel covers will be allowed for competition at Made Too Go Speedways UNDER THE FOLLOWING CONDITIONS:

Wheel covers having a minimum of 5 attachment points may continue to use dzus fasteners. The said dzus fasteners must be made of **STEEL ONLY**.

Wheel covers having only 3 attachment points must be bolted-on AT ALL 3 points utilizing a **MINIMUM** 5/16", flanged steel bolt and an approved fastening (nut assembly) system.

LAPSCORING

Transponders must be used at all tracks and fitted on cars at all times. Drivers who do not have their own transponder must contact the host State Member Club to arrange hire if they do not have one. Drivers who do not have a transponder fitted or not working will forfeit their time or placing.

WEIGHING OF CARS

During drivers briefing the Chief Steward will advise the procedure for weighing cars during the meeting.

Qualifying may be random or every car.

Heat winners and top 4 after the A Main event will be weighed unless advised otherwise by the Chief Steward. The Chief Steward at any time can direct a driver to report to scales.

Failure to report to the scales when directed will result in a disqualification from that race.

DRIVERS BRIEFING

All drivers are required to attend drivers briefing.

It is requested that crew chiefs also attend drivers briefing.

ENGINE STARTS AND WHEEL PACKING

Time for engine starts will be nominated on the meeting run sheet and drivers are expected to be ready at the nominated time.

The need for wheel packing will be determined and communicated from the Promoter. If wheel packing is required it is expected that all drivers present will do equal share.

CHANGE OF FORMAT

If for whatever reason the format needs to change due to unforeseen circumstances, Made Too Go Management reserve the right to change the format which will be communicated to the drivers via a drivers briefing to explain the format – which will be dependent on car count.

QUALIFYING

Qualifying will be as per the format as advised prior at Drivers Briefing. Also dependent on car count –

- If a car causes a stoppage (yellow or red light) prior to taking the green – they will be given 1 chance to restart. If it happens a second time – they will forfeit their qualifying.
- If a car causes a stoppage after taking green but does not complete a lap - they will be put on the infield/pits and given 1 lap at the end of their flight and can do no better than 50% of the field.
- If a car causes a stoppage after recording a time they will be put on the infield/ pits and that time they have will stand.
- If a car is unable to take its correct place in the order, they may take 1 lap at the end of their flight and can do no better than 50%. The car must be ready to go within 2 minutes of the final group finishing their qualifying.
- If there is a tie in qualifying the second-best lap time of those cars will be used to determine the quicker car.
- The Chief Steward will determine when the track is suitable for qualifying and will notify drivers of any changes.
- If 2 or more drivers have equal time as their fastest lap the drivers next quickest time will determine the tie break.

CANCELLATION OF QUALIFYING

If for whatever reason qualifying needs to be cancelled:

- The format will revert to a 2 x Round heats with points allocated to determine mains positions.
- Heat points as follows:

1	25	2	22	3	19	4	17	5	15	6	13	7	11
8	9	9	7	10	5	11	4	12	3	13	2	14	1

- The seeded groups/flights will be used to make up the heats. If flights - they will be reseeded to make the required number of groups. If groups are already in heat format then they will remain.
- Once the required groups are formed there will be a marble draw to set heats and the drivers positions.
- The second round of heats will be a full invert with a lane change with drivers racing a different group than their first heat.

FIELD SIZES

- Heat fields will have a maximum of 12 cars.
- All main events will be 24.

DEAD HEAT

- If a race results in a dead heat then the points for the 2 places in question will be added together and divided and allocated to the 2 drivers equally.
- If it occurs in a transfer race format then the driver who qualified highest from qualifying will be awarded the higher placing.
- If it occurs in A Main event then the driver with the fastest time in that race will be awarded the higher placing. If no times are available then the driver who qualified highest will be placed in front.

TIED POINTS

- If 2 or more drivers are tied on points the following will apply .
- If a qualifying format then the drivers qualifying time will be used to split. If there times are equal then the second fastest time will be used.
- If a points heat format then the drivers fastest time in their 1st heat will be used to split. If there times are equal then the second fastest time will be used.

MAIN EVENT PRESENTATION

- Time permitting – There will be a 4 wide presentation lap prior to the main event and commence and conclude on the direction of the Chief Steward.
- If any car stops due to an incident during the presentation lap they will be allowed to restart in their qualified position. Instruction will be given to the drivers via the raceceiver.

POST-EVENT PRESENTATION

All post-race checks/inspections will be as directed by the Chief Steward. Failure to comply with any requests from the Chief Steward or officials will result in disqualification from that race.

RAIN OUT / UNFORSEEN CIRCUMSTANCE POLICY.

Should the meeting be cancelled and a rain date not utilized , for weather conditions or any unforeseen circumstances the management will award prize and point payout the following pro-rata as per follows.

- Cancellation before six (6) events after the National Anthem or such later time that promotion considers patrons have not had value for money, no payment of prizemoney will be made at all. Tickets may be used for any one of our next four (4) events, subject to price variation.
- Cancellation after one round of heats has been completed ie. At least half of your field competing and after the sixth event after the National Anthem, 25% of prizemoney will be paid. Raincheck given for a 50% discount for any one of our next four (4) events, subject to price variation.
- Cancellation before feature race and all cars have raced at least once, 50% of total prizemoney will be paid. Raincheck no longer valid for re-use.
- Cancellation once feature race has started 100% prizemoney paid. Raincheck no longer valid for re-use.
- Once mains have been set any main that does not get completed the total points pool for that race will be equal divided to the drivers qualified for that race.
- Rain date for this meeting will be Sunday 19th Jan 2020

***This Format is based on 60 plus cars and is subject to change depending on number of entries.
Late Models will have a similar format and will be determined on car count.*

NIGHT 1 : FRIDAY 17TH JANUARY

Qualifying:

Drivers will draw a pill on confirmation of entry to determine if they are in flight 1, 2 or 3 – drivers will be seeded into groups of 4 and will get 3 / 4 timed laps.

The top 20 on time from each flight will move into the heats 1, 2, 3, 4, 5, 6 making 6 x 10 car heats. The heats will be heads up on time.

Non – Qualifiers: max 12 cars

The balance will go into non qualifying heats cars set up determined on car count. The top 12 will make up the final 2 positions in each of the heats.

If there is 2 Non Qualifiers then the first 3 in Non Qualifier 1 will take positions 11 in heats 1, 2, 3 positions 4, 5 and 6 in the non Qualifiers will take positions 12 in heats 1, 2, 3.

The results of Non Qualifying race 2 will be the same for heats 4, 5 and 6. If 3 Non Qualifiers then it would be the first 4 in each making up the 12. This will now give 6 x 12 car heats.

Those drivers not transferring to the heats will line up in their respect main based on times.

Heats: 6 x 12 Cars

The top 3 in each heat (18) transfer to the prelim A main

Pole Shuffle: 6 cars

1st place in the heats to contest the Pole Shuffle lined up on times from Qualifying. The result of the Shuffle lining up the first 6 places in the Prelim A Main.

Prelim A Main 25 Laps – 24 Cars (Top 16 lock into Nationals A Main)

Positions 1 > 6 as per Shuffle result.

Positions 7 > 12 – 2nd place in the heats grouped and lined on time.

Positions 13 > 18 – 3rd place in the heats grouped and lined on time.

Positions 19 > 24 – first 6 in the B Main , 1st = 19 , 2nd = 20 etc.

B Main: 24 Cars – 15 Laps

Positions 1 > 6 = 4th place in the heats grouped and lined on time.

Positions 7 > 12 = 5th place in the heats grouped and lined on time.

Positions 13 > 18 = 6th place in the heats grouped and lined on time.

Positions 19 > 24 = first 6 from C Main: 1st = 19, 2nd = 20 etc.

C Main: 22 Cars – 12 Laps

Positions 1 > 6 = 7th place in the heats grouped and lined on time.

Positions 7 > 12 = 8th place in the heats grouped and lined on time.

Positions 13 > 18 = 9th place in the heats grouped and lined on time.

Positions 19 > 22 = first 4 from D Main: 1st = 19, 2nd = 20 etc.

D Main: - 12 Laps

Positions 1 > 6 = 10th place in the heats grouped and lined on time.

Positions 7 > 12 = 11th place in the heats grouped and lined on time.

Positions 13 > 18 = 12th place in the heats grouped and lined on time, plus Non Qualifiers lined up on time.

• Should the meeting become time sensitive the promotion in consultation with the SMC reverse the right to adjust the format accordingly

NIGHT 2: SATURDAY 18TH JANUARY

Qualify: as per Night 1 to set up the 6 Heats.

Top 16 from Night 1: 1-8 will have hot lap session, 9-16 will have hot lap session.

Heats and Non Qualifiers :

As per Night 1.

Second Chance Prelim: 24 Cars

The first 4 in each of the 6 heats (24 cars) make up the field to run a Second Chance **20 lap A** and top 4 go to 17,18,19,20 in the **40 lap** Nationals A Main.

The 2nd Chance Prelim will be lined up on heat results.

The 6 x 1st place will be grouped and lined up on time, and so on.

Dash 1: 12 cars

Positions 9 > 16 from Prelim result plus 4 from 2nd Chance A result will determine starting positions. 1st and 2nd to transfer to 9th and 10th in Dash 2. Result will determine starting positions for the **40 lap** Nationals A Main 11 > 20.

Dashes: 2 x 10 Cars

Top 8 from Night 1 plus the 2 from Dash 1 to make 10 cars. 1 > 8 lined up on Prelim result with 9th and 10th being 1st and 2nd from Dash 1. Result will determine starting positions for the 40 Lap Nationals A Main 1 > 10.

A Main: 24 cars – 40 Laps

Lined up as a result of the 2 Dashes plus first 4 from the B taking 21 > 24.

B Main: 24 cars – 20 Laps

The result of the 2nd Chance Prelim will line up the 20 remaining cars for the B main plus 4 cars from the C taking 21 > 24.

C Main: 22 cars – 15 Laps

Positions 1 > 6 = 5th place in the heats grouped and lined on time.

Positions 7 > 12 = 6th place in the heats grouped and lined on time.

Positions 13 > 18 = 7th place in the heats grouped and lined on time plus 4 from the D Main.

D Main: 20 cars – 15 laps

Positions 1 > 6 = 8th place in the heats grouped and lined on time.

Positions 7 > 12 = 9th place in the heats grouped and lined on time.

Positions 13 > 18 = 10th place in the heats grouped and lined on time plus 2 from the E Main.

E Main: 20 cars – 12 laps

Heat positions 11th > 12th, plus non qualifying cars. 11th place cars grouped then lined on time and so on then 12th place cars then non qualifying cars on time.

- Should the meeting become time sensitive the promotion in consultation with the SMC reverse the right to adjust the format accordingly

PRIZE MONEY

2020 Nationals Night 1 Payout				2020 Nationals Night 2 Payout			
Place	A Main	B Main	C Main	Place	A Main	B Main	
1	\$10,000			1	\$20,000		
2	\$3,300			2	\$5,000		
3	\$2,200		\$50	3	\$4,000		
4	\$1,600		\$50	4	\$3,000		
5	\$1,400	\$150	\$50	5	\$2,500	\$120	
6	\$1,200	\$150	\$50	6	\$2,000	\$120	
7	\$1,000	\$150	\$50	7	\$1,500	\$120	
8	\$900	\$150	\$50	8	\$1,200	\$120	
9	\$800	\$100	\$50	9	\$1,000	\$120	
10	\$700	\$100	\$50	10	\$1,000	\$120	
11	\$600	\$100	\$50	11	\$750	\$120	
12	\$500	\$100	\$50	12	\$650	\$120	
13	\$500	\$100		13	\$600	\$120	
14	\$500	\$100		14	\$600	\$120	
15	\$500	\$100		15	\$570	\$120	
16	\$500	\$100		16	\$550	\$120	
17	\$500	\$100		17	\$520	\$120	
18	\$500	\$100		18	\$520	\$120	
19	\$500	\$100		19	\$520	\$120	
20	\$500	\$100		20	\$520	\$120	
21	\$500			21	\$520		
22	\$500			22	\$520		
23	\$500			23	\$520		
24	\$500			24	\$520		
Sub total	\$30,200	\$1,800	\$500		\$49,080	\$1,920	

DRIVER BONUS

If a driver is able to win both the Night 1 A Main and Night 2 A Main events, they will receive a \$10,000 bonus.