



**INCORPORATING:**

**USC**  
**SPRINTCARS**

**USC**  
**LATE MODELS**

**USC**  
**SPEEDCARS**

**SUPPLEMENTARY REGULATIONS**  
**2019/2020 CHALLENGE**



**MURRAYBRIDGESPEEDWAY.COM**

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**VALVOLINERACEWAY.COM.AU**

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**TOOWOOMBASPEEDWAY.COM**

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## 2019/2020 USC CHALLENGE DATES:



### MURRAY MACHINING AND SHEDS SPEEDWAY, MURRAY BRIDGE

November 9 - USC Round 3

February 8 - USC Round 6



### USC QUEENSLAND CONDUCTED AT HI-TEC OILS SPEEDWAY, TOOWOOMBA

October 12 - USC Round 1

March 28 - USC Round 7



### VALVOLINE RACEWAY, GRANVILLE

October 19 - USC Round 2

November 16 - USC Round 4

December 14 - USC Round 5

USC 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 To Go.

## **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.

## **CONTACTS**

Made To Go Head Office: 02 9637 0412  
9am - 5pm weekdays NSW Time

### **Valvoline Raceway**

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### **Hi Tec Oils Speedway**

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### **Murray Bridge Speedway**

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## **OFFICIALS**

Valvoline Raceway: Sprintcar Association NSW – secretary@sansw.com

Hi Tec Oils Speedway: Sprintcars Queensland – secretary@sprintcarsqueensland.com.au

Murray Bridge Speedway: Sprintcars South Australia – secretary@sprintcarssa.com.au



## NOMINATIONS

Nominations for all USC events to be via the host State Member Club (SMC).

## RULES

All USC events will be run to the Sprintcar Control Council of Australia Racing Rules, Regulations and Specifications and Supplementary Regulations as advised.

## 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 - VALVOLINE RACEWAY ONLY

In consultation with SMC, 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.

## WORK AREA - VALVOLINE RACEWAY ONLY

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 expect refuelling. The work area will only apply if time permits and will be announced prior to the A Main via the Chief Steward.

## WHEEL COVERS

Both 5 and 3 mounting point wheel covers will be allowed for competition at Made Too Go Speedway's 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.

## 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, the Made Too Go Management in consultation with the SMC reserve the right to change to a 1 heat transfer 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 – See Appendix A & B

- 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 or 15th - whichever the greater.
- 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% or 15th - whichever the greater. 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.

## 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.
- 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 are to be 12 cars however will have no more than 13 cars.
- All main events will be 20 Cars for Murray Bridge and Toowoomba and 24 for Parramatta.

## 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 started in the lower starting position of the 2 will be placed in front of the other.
- 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.

## **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 or the SMC's officials. Failure to comply with any requests from the chief steward or officials will result in disqualification from that race.

## **FORMAT**

The format will be a 2 heat format with pole shuffles for the Top 6, B Main and A Main for each class for entries under 40 cars .

For entries over 40 cars a qualifying 1 heat transfer format will be used.

The race format for each class will be the same and is found in Appendix A and B

## **CHALLENGE REWARD**

The Challenge reward will be a \$10,000 bonus to any driver who at any of the rounds can win 2 of the 3 A Main events that meeting.

The Challenge reward will be a \$100,000 bonus to any driver who at any of the rounds can win all 3 A Main events.

## **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.



## CHALLENGE PAYOUT

SPRINTCARS					LATE MODELS			SPEEDCARS		
	20 Car A Main	20 Car B Main	24 Car A Main	24 Car B Main		20 Car A Main	24 Car A Main		20 Car A Main	24 Car A Main
<i>Position</i>					<i>Position</i>			<i>Position</i>		
1	4250		4250		1	1500	1500	1	1500	1500
2	2600		2600		2	1100	1100	2	1100	1100
3	1100		1100		3	950	950	3	950	950
4	750		750		4	650	650	4	650	650
5	700	100	700	100	5	550	550	5	550	550
6	600	100	600	100	6	500	500	6	500	500
7	450	100	450	100	7	450	450	7	450	450
8	400	100	400	100	8	400	400	8	400	400
9	350	100	350	100	9	300	300	9	300	300
10	250	100	250	100	10	250	250	10	250	250
11	250	100	250	100	11	150	150	11	150	150
12	250	100	250	100	12	150	150	12	150	150
13	250	100	250	100	13	150	150	13	150	150
14	225	100	225	100	14	150	150	14	150	150
15	200	100	200	100	15	125	125	15	125	125
16	200	100	200	100	16	125	125	16	125	125
17	200	100	200	100	17	125	125	17	125	125
18	200	100	200	100	18	100	100	18	100	100
19	200	100	200	100	19	100	100	19	100	100
20	200	100	200	100	20	100	100	20	100	100
21			150	100	21		100	21		100
22			150	100	22		100	22		100
23			150	100	23		100	23		100
24			150	100	24		100	24		100
<b>Total</b>	<b>13625</b>	<b>1600</b>	<b>14225</b>	<b>2000</b>		<b>7925</b>	<b>8325</b>		<b>7925</b>	<b>8325</b>

## CHALLENGE SERIES PAYOUT TOP 10

Position	Sprintcars	Late Models	Speedcars
1	5000	2000	2000
2	3000	1500	1500
3	1500	1000	1000
4	900	900	900
5	800	800	800
6	700	700	700
7	600	600	600
8	500	500	500
9	400	400	400
10	350	300	300
<b>Total</b>	<b>13750</b>	<b>8700</b>	<b>8700</b>

### SERIES POINTS

Will be per the USC point structure:  
1st = 150, 2nd 146 and then decreasing  
by 2-point increments for the balance  
of the field for that meeting.

A 4-point bonus will be awarded to  
the driver who leads the most laps.

A 2 point bonus will be awarded to the  
driver with the fastest lap.

A 2 point bonus will be awarded to the  
driver who is the hard charger.

At each of the 7 rounds every Driver  
with a confirmed entry will be awarded  
100 turn up / commitment points.

## Appendix A - Race Format Under 40 Cars

### Heat Seedings and Qualifying:

- Nominated drivers will draw a pill at conformation of entry to select a drivers heat group.
- Once the groups are formed the drivers will be seeded into groups of no more than 4.
- A pill draw will then determine the groups position for qualifying.
- A pill draw will then determine a drivers group position for qualifying.
- Driver will contest 4 laps of which 3 will be timed.
- The drivers quickest time will be used for heat formation as well as any need for a tie break.
- The drivers times will be used to seed the heats.
- Quick time P1, 2nd quick P2, 3rd quick P3, and so on for each heat/group.

*Points for qualifying:*

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

### Heats - 10 Laps

- Drivers starting positions for the first round of heats will be via qualifying result as per above with the second round of heats being an invert 6 with a row change.

*Points for heat racing will be:*

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

DNF receives 0 points

### Pole Shuffle - 2 laps

- The top 6 points scorers from each class will contest a pole shuffle to qualify for the Top 6 starting positions for their respective A Mains.
- 6th in points will race 5th in points the winner to then challenge 4th on points and so on.
- Should for any reason the Pole Shuffle be cancelled then drivers will line up on points.
- If the meeting becomes time sensitive the Pole Shuffle will be cancelled after consultation with the divisions officials.

### B Main Toowoomba and Murray Bridge - Minimum 12 laps depending on car count

- If car count is over 20 cars then a B Main will be contested of cars 17th in points onwards lined up in point order.
- The Top 4 will transfer to the A Main with the winner starting in position 17th and so on

### B Main Parramatta - Minimum 12 laps depending on car count

- The B Main will be contested of cars 21st in points onwards lined up in point order.
- The Top 4 will transfer to the A Main with the winner starting in position 21st and so on

### A Main Toowoomba and Murray Bridge - 30 Laps

- Positions 1 to 6 - the top 6 will be lined up on the Pole Shuffle result or points.
- Positions 7 to 16 - will line up on points result from qualifying and heats.
- Positions 17 to 20 - will be lined up from the B Main result.

### A Main Parramatta - 30 Laps

- Positions 1 to 6 - the Top 6 will be lined up on the Pole Shuffle result or points
- Positions 7 to 20 - will line up on points result from qualifying and heats.
- Positions 21 to 24 - will be lined up from the B Main result.



## **Appendix B - Race Format Over 40 Cars**

### **Qualifying – 4 Laps, 3 Timed**

- Nominated drivers will draw a pill at conformation of entry to select a drivers heat group.
- Once the flights are formed the drivers will be seeded into groups of no more than 4
- A pill draw will then determine a drivers group position for qualifying.
- Driver will contest 4 laps of which 3 will be timed.
- The drivers quickest time will be used for heat formation as well as any need for a tie break.

### **Heats – 10 Laps**

- The Top 12 times form each group will make up heats 1 > 4.
- Qualifying times are used to form the heats which will be a heads up line up with quick time to P1 in each heat 2nd quick to P2 and so on.

### **Non-qualifiers – 10 Laps**

- If there are more than 52 cars, drivers that have not qualified in the Top 12 of each flight for heats will contest a Non-Qualifier/s, heat/s determined on car count.
- If there is one non-qualifier race drivers will be lined up from qualifying times.
- If there is 2 Non Qualifying races Race 1 will be lined up with drivers from Flights 1 & 2 on times with flight 1 being inside and flight 2 being outside lanes. Race 2 will be lined up the same way using flights 3 & 4.

### **Pole Shuffle – 2 Laps**

- If a pole shuffle is scheduled drivers finishing 1st and 2nd in the heats will qualify
- Positions 1 > 4 will be the 4 x 1st place cars lined up on time
- Positions 5 > 8 will be the 4 x 2nd place cars lined up on times
- Once the order is sorted 8th will race 7th with the winner to race 6th and so on
- If the meeting becomes time sensitive the Pole Shuffle will be cancelled after consultation with the divisions officials

### **Main Events**

#### **The A Main 30 Laps for Sprintcars, 30 laps for Late Models and Speedcars**

Positions 1 > 8 as per result. If not contested the positions will be:

- 1 > 4 the 4 x 1st placed cars in the heats lined up on time
- 5 > 8 the 4 x 2nd placed cars in the heats lined up on time
- Positions 9 > 12 = the 4 x 3rd placed cars in the heats lined up on time
- Positions 13 > 16 = the 4 x 4th placed cars in the heats lined up on times
- Positions 17 > 20 = the 4 x 5th placed cars in the heats lined up on times
- Positions 21 > 24 = the 1st 4 places from the B Main

#### **The B Main – 20 Laps**

- Positions 1 > 4 = the 4 x 6th placed cars in the heats lined up on time
- Positions 5 > 8 = the 4 x 7th placed cars in the heats lined up on times
- Positions 9 > 12 = the 4 x 8th placed cars in the heats lined up on times
- Positions 13 > 16 = the 4 x 9th placed cars in the heats lined up on times
- Positions 17 > 20 = the 1st 4 places from the C Main.

### **The C Main – 12 Laps**

- Positions 1 > 4 = the 4 x 10th placed cars in the heats lined up on time
- Positions 5 > 8 = the 4 x 11th placed cars in the heats lined up on times
- Positions 9 > 12 = the 4 x 12th placed cars in the heats lined up on times
- Positions 13 > 16 = the 4 x 13th placed cars in the heats lined up on times  
Or 13 > 16 = if 1 Non Qualifier = 1 > 4 from race  
13 > 16 = if 2 Non Qualifiers 1st and 2nd from both Race 1 inside
- Positions 17 > 20 = the 1st 4 places from the D Main

### **The D Main – 10 Laps**

- The D Main and all further mains lined up as per result of the non-qualifiers
- If there is 2 flight 1 make up inside row. If only 1 it will be as per results.