



**26TH, 28TH, 30TH DECEMBER 2019
1ST, 4TH, 11TH JANUARY 2020**

COMPETITOR INFORMATION

2019/20 ULTIMATE SYDNEY SPEEDWEEK

incorporating USC Sprintcars, USC Late Models & USC Speedcars

COMPETITOR INFORMATION

USS DATES 2019/2020

USC Sprintcars

Round 1 – 26/12/2019

Round 2 – 28/12/2019

Round 3 – 30/12/2019

Round 4 – 01/01/2020

Round 5 – 04/01/2020

Round 6 – 11/01/2020

USC Speedcars

Round 1 – 28/12/2019

Round 2 – 01/01/2020

Round 3 – 11/01/2020

USC Late Models

Round 1 – 26/12/2019

Round 2 – 30/12/2019

Round 3 – 04/01/2020

**Rain date for each round will be the next available day where applicable. Note the 31/12/19 will not be used.*

All information regarding Valvoline Raceway can be found at their website:

www.valvolineraceway.com.au



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 speedweek 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 speedweek 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

USS 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 – 02 9637 0412

Office Hours: 9am - 5pm weekdays (NSW Time)

Ashley Johnston – Office 02 9637 0412 – office@sydneyspeedway.com.au

OFFICIALS

Chief Steward and Race Director: Wayne Baines

Clerk Of Course: Alan Edwards

NOMINATIONS

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

Drivers Must Nominate and compete in ALL scheduled events for their respective class to be eligible for series prize money.

Nomination Fee:

For drivers pre-nominating and paying for all events prior to close of pre-nominations the fee will be \$150 + GST per meeting, totalling \$990 for Sprintcars; \$495 for Late Models and Speedcar Divisions. For drivers nominating for individual events or nominating after the close of pre-nominations the fee will be \$250 + GST per show.

Pre-nominations will close as of midnight on **Sunday 15th December 2019**.

RULES

All USS events will be run to the Sprintcar Control Council of Australia Racing Rules, Speedway 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.
- 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.

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 each round will be the next available day where applicable
- Note the 31/12/19 will not be used as a rain date

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.

Should a meeting be cancelled after commencement, drivers with a confirmed entry will be awarded 100 turn up / commitment points.

If there are drivers tied on points after the completion of the last round, the tie breaker will be the driver who places higher in their last completed main event.

PRIZE PAYOUT

Sprintcar	Series	Speedcar	Series	Late Models	Series
1st = \$10,000	\$5,000 + prizes	1st = \$3,000	\$2,000 + prizes	1st = \$3,000	\$2000 + prizes
2nd = \$3,300	\$4,000	2nd = \$1,000	\$1,750	2nd = 1000	\$1,750
3rd = \$2,200	\$3,000	3rd = \$700	\$1,000	3rd = \$700	\$1,000
4th = \$1,600	\$2,000	4th = \$600	\$900	4th = \$600	\$900
5th = \$1,400	\$1,000	5th = \$500	\$800	5th = \$500	\$800
6th = \$1,200	\$900	6th = \$450	\$700	6th = \$450	\$700
7th = \$1,000	\$800	7th = \$400	\$600	7th = \$400	\$600
8th = \$900	\$700	8th = \$350	\$500	8th = \$350	\$500
9th = \$800	\$600	9th = \$300	\$400	9th = \$300	\$400
10th = \$700	\$500	10th = \$250	\$300	10th = \$250	\$300
11th = \$600	\$400	11th = \$200		11th = \$200	
12th = \$500	\$350	12th = \$200		12th = \$200	
13th = \$500	\$300	13th = \$200		13th = \$200	
14th = \$500	\$250	14th = \$200		14th = \$200	
15th = \$500	\$200	15th = \$200		15th = \$200	
16th = \$500		16th = \$150		16th = \$150	
17th = \$500		17th = \$150		17th = \$150	
18th = \$500		18th = \$150		18th = \$150	
19th = \$500		19th = \$150		19th = \$150	
20th = \$500		20th = \$150		20th = \$150	
21st = \$500		21st = \$100		21st = \$100	
22nd = \$500		22nd = \$100		22nd = \$100	
23rd = \$500		23rd = \$100		23rd = \$100	
24th = \$500		24th = \$100		24th = \$100	
25th = \$200		<i>In each class we have a series Chief Crew of the series = \$500 Chosen by the Made Too Go Management.</i>			
26th = \$200					
27th = \$200					
28th = \$200					
29th = \$200					
30th = \$200					
31st = \$200					
32nd = \$150					
33rd = \$150					
34th = \$100					
36th = \$100					
37th = \$100					
38th = \$100					
39th = \$100					
40th = \$100					

FORMATS

USS FORMAT "A" Less than 41 cars

1. Qualifying

Nominated drivers will draw a pill at conformation of entry to select group 1.2.3.or 4 this will be a drivers heat group.

2. Heats

Round 1 = Pill draw for position.

Round 2 = complete invert with lane swap.

Heat points will be:

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

DNF to score 0

3. Points

A drivers combined points from both their heats will be added at the completion of all heats to determine main event positions.

4. Pole Shuffle

If a pole shuffle is scheduled the top 6 points scorers will contest the pole shuffle. This will be 2 drivers competing over 2 laps with 6th on points racing 5th on points, the winner to race 4th on points and so on.

5. Main events

The A Main 35 Laps for Sprintcars , 30 Laps for Late Models and Speedcars

Positions 1 > 6= result of 1 > 6 on points

Positions 7 > 20 = 7th > 20th on points

Positions 21 > 24 = result of B Main ie: 1st in B main starts 21st, 2nd = 22nd, 3rd = 23rd, 4th = 24th.

If a B Main is not contested then 20th > 24th on points will make up these positions

The B Main – 20 laps with a minimum of 15 if not a full field

Positions in the B Main will be lined up with the remainder of drivers up to 2 less then track density with 1st and 2nd from the C Main taking the last 2 position respectively

The C Main – 12 Laps

Positions in the C Main will be lined up with the remainder of drivers on points

USC FORMAT "B" More than 40 cars

1. Qualifying – 4 Laps 3 timed

Nominated drivers will draw a pill at conformation of entry to select group 1. 2. 3 or 4 this will be 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.

2. Heats – 10 Laps – 12 cars however a maximum of 13 cars will be used if car count requires

The top 12 times from each group will make up heats 1 > 4.

Qualifying times used to form heats which will be a heads up line up with quick time to P1 in each heat 2nd quick to P2 and so on.

3. 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.

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.

5. Main events

The A Main 35 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.**