

2018/19

U_{LTIMATE} S_{PEEDWAY} C_{HALLENGE}

incorporating

USC
Sprintcars

USC
Late Models

USC
Midgets

Supplementary Regulations



2018/19 USC CHALLENGE DATES:

MURRAY MACHINING AND SHEDS SPEEDWAY MURRAY BRIDGE



November 17	USC Round 2
March 16	USC Round 6

HI TEC OILS SPEEDWAY, TOOWOOMBA



November 3	USC Round 3
March 2	USC Round 5

All rain dates for MMS and HTOS to be advised

VALVOLINE RACEWAY, GRANVILLE



October 27	USC Round 3
November 10	USC Round 4
February 23	USC Round 13

* Rain dates to be advised for International Dates for VR

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

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Valvoline Raceway

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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 AND MURRAY BRIDGE 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 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.

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 dependant on car count – See Appendix A.

- 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 will have a maximum of 12 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 Made Too Go Management reserve the right to 6 guaranteed starting entries for each division as chosen after nominations are confirmed.

The format will be a 2 heat format with pole shuffles for the top 6, B Main and A Main for each class.

Should nominated entries for each class exceed 48 cars then the nominated cars excluding the guaranteed starters nominated by the management will qualify for the remaining 42 positions.

Qualifying will be via a pill draw for the field, ie: no flights.

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

PRIZE PAYOUT AND CHALLENGE REWARD

Prize payout for each class will be provided to each division with an extra \$2500 to be equally split to interstate competitors as tow money.

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.

Appendix A - Race Format

Heat Seedings:

If Entries for any of the classes are **over 48** then all entries will qualify in seeded groups of 4 cars by the venue in consultation with the SMC.

- Drivers will be given 4 laps of which 3 will be timed.
- The 42 drivers with best times plus the managements guaranteed 6 starters will be used to seed the heats.
- Quick time will be in heat 1, 2nd quick heat 2, 3rd quick heat 3, 4th quick heat 4 and so on.
- If Entries are **under 48** then cars will be seeded into equal groups of no more than 12 cars
- Once the groups are formed, a pill draw will determine the groups for heat order.

Heats - 10 Laps

- Drivers starting positions for the first round of heats will be via pill draw with the second round being a full invert 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	54	11	4	12	3	13	2	14	1

DNF receives 0 points

Pole shuffle - 2 laps

- The top 6 in 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 or finishing position if a transfer race.

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

- Position 1 to 6 - The top 6 will be lined up on the pole shuffle result
- Position 7 to 16 - will line up on point result from heats.
- Position 17 to 20 - will be lined up from the B main result.

A Main Parramatta - 30 Laps

- Position 1 to 6 - The top 6 will be lined up on the pole shuffle result
- Position 7 to 20 - will line up on point result from heats.
- Position 21 to 24 - will be lined up from the B main result.