

USC

ULTIMATE SPRINTCAR CHAMPIONSHIP



Supplementary Regulations 2021/2022 season

WELCOME TO USC QLD

USC Queensland is back, bigger than ever at Hi-Tec Oils Toowoomba Speedway during the 2021/22 season. USC Queensland will be run with the support of Sprintcars Queensland and their officials.

USC Queensland will be run exclusively at Hi-Tec Oils Toowoomba Speedway. 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 Too 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.

1. CONTACTS

Ryan Harris
0407 175 341
office@toowoombaspeedway.com

Sharon McHugh
0419 647 137
sharon.mchugh64@hotmail.com

2. OFFICIALS / TRACK INFO

Chief Steward will be nominated by the host participating SCCA State club (Sprintcars Queensland)

Sprintcars Queensland will nominate the assistant officials that will work with the Toowoomba team.



Sprintcars Queensland
qldsecretary@scca.com.au

Log books must be filled out and brought to and collected from the Main Pit Box next to the dummy grid.

Indemnity form must be signed by driver before driver briefing.

Raceceivers are compulsory at all events. Channel 970 for all events at Toowoomba.

Drivers briefing will be at approx. 4pm at each event.

Engine Starts will be at approx. 4:30pm at each event.

Qualifying will commence from approx. 5:00pm.

3. CALENDAR

- Round 1 – 9th October, 2021
- Round 2 – 20th November, 2021
- Round 3 – 4th December, 2021
- Round 4 – 5th February, 2022
- Round 5 – 26th February, 2022
- Round 6 – 15th April, 2022 (Good Friday)
- Round 7 – 17th April, 2022 (Easter Sunday)

The Series will be held across the above 7 race meetings with your lowest scoring round (between rounds 1 to 5) not counted. A missed race meeting can count as a lowest scoring round, however, should one event be cancelled due to rain out (Round 1 to 5) – that will count as the lowest scoring round.

Rounds 6 & 7 (Good Friday & Easter Sunday) are mandatory meetings, meaning the worst round will be dropped before the commencement of the final two rounds at Easter.

4. SERIES PRIZE FUND

USC Qld series will out \$23,400 in series money to the top 20 drivers that commit to the series, known as contracted drivers.

#	Series Prize	#	Series Prize
1 st	\$7,000	11 th	\$300
2 nd	\$3,500	12 th	\$300
3 rd	\$2,000	13 th	\$300
4 th	\$1,600	14 th	\$300
5 th	\$1,300	15 th	\$300
6 th	\$1,000	16 th	\$300
7 th	\$1,000	17 th	\$300
8 th	\$1,000	18 th	\$300
9 th	\$1,000	19 th	\$300
10 th	\$1,000	20 th	\$300

Series Commitment Fee

If you wish to be eligible for any of the championship prizes and funds you must pay the relevant commitment fee to be part of the USC Qld Series.

The commitment fee amount for USC QLD will be \$250 inc GST per entrant.

The commitment fee must be paid in full prior to nominations closing for the second round. Please complete the Commitment Fee Acceptance Form (Appendix B) and return to Toowoomba Event Manager Ryan Harris.

Contingency Awards (Every Round)

As well as the series prize fund, there will also be contingency awards at each round of the series:

- A drum of methanol to the first non-qualifier who is part of the series
- \$100 Quick Time winner sponsored by Locked Down Apparel
- \$100 Hard Charger Award sponsored by Locked Down Apparel
- \$100 Cush Clothing Voucher for the 7th in the A Main

More prizes or awards may be added at the discretion of Made Too Go Pty Ltd.

5. SERIES POINTS

The USC QLD points will be structured as followed:

1st – 150, 2nd – 146 and then decreasing by 2-point increments for the balance of the field.

A 4-point bonus will be awarded to the driver who leads the most laps in the A Main only

A 2-point bonus will be awarded to the driver with the fastest lap in the A Main

A 2-point bonus will be awarded to the driver who is the hard charger in the A Main

For all bonus points only 1 driver can receive ie: If 2 or more tie no bonus points will be awarded.

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 the last completed main event.

At each USC QLD round, driver with a confirmed entry will be awarded 100 turn up / commitment points should the meeting be cancelled after the commencement (end of drivers briefing) and before mains are set.

If Mains are set and are not raced for unforeseen circumstances, drivers will receive the average for their qualified position.

The Series points for the main events are on the following page.

SERIES POINTS (cont.)

A Main		B Main		C Main		D Main	
1 st	150	1 st	-	1 st	-	1 st	-
2 nd	146	2 nd	-	2 nd	-	2 nd	-
3 rd	144	3 rd	-	3 rd	80	3 rd	48
4 th	142	4 th	-	4 th	78	4 th	46
5 th	140	5 th	108	5 th	76	5 th	44
6 th	138	6 th	106	6 th	74	6 th	42
7 th	136	7 th	104	7 th	72	7 th	40
8 th	134	8 th	102	8 th	70	8 th	38
9 th	132	9 th	100	9 th	68	9 th	36
10 th	130	10 th	98	10 th	66	10 th	34
11 th	128	11 th	96	11 th	64	11 th	32
12 th	126	12 th	94	12 th	62	12 th	30
13 th	124	13 th	92	13 th	60	13 th	28
14 th	122	14 th	90	14 th	58	14 th	26
15 th	120	15 th	88	15 th	56	15 th	24
16 th	118	16 th	86	16 th	54	16 th	22
17 th	116	17 th	84	17 th	52	17 th	20
18 th	114	18 th	82	18 th	50	18 th	18
19 th	112	-	-	-	-	-	-
20 th	110	-	-	-	-	-	-
Total	2582		1330		1040		528
Average	129		95		65		33

6. NOMINATIONS

Nominations for each round will be via the host either the Toowoomba Speedway office or the State Member Club (Sprintcars Queensland).

Nominate directly to the Toowoomba Speedway Office (Ryan Harris via email, office@toowoombaspeedway.com) or via Sprintcars Queensland via the normal means at the roll call at the previous weekend's event.

Nomination closes on the Monday leading up to each event at 12pm SHARP. Late nominations received after this time may not be accepted or subject to starting behind the inversion.

There is no nomination fee for these events. All drivers and crew will pay pit entry. No free gate passes.

There is **NO** tyre rule at this series.

7. RULES

This event will be run to the Sprintcar Control Council of Australia Racing Rules and Regulations supplemented by these Supplementary Regulations. All Sprintcars must comply with the specifications within the current SCCA rule book.

All drivers must hold both a current Speedway Australia licence for Sprintcar Racing (AA-Sprintcars) & a SCCA licence. Crews must hold a minimum of a Speedway Australia pit entry/mechanic licence (Class C).

8. LAPSCORING

Transponders will be used at all events. Transponders must be fitted on cars at all times. Drivers who do not have their own transponder must contact the host State Member Club to arrange hire or use. Drivers who do not have a transponder fitted and or working will forfeit their time or position. Please let Sprintcars Qld know if you need to hire a transponder, cost is \$20 per night.

9. BREAKING TRACTION

Once started drivers are not permitted to break traction (wheel spin) whilst the yellow light is on or until the chief steward directs the drivers over the receiver or directed by officials.

Any driver breaking traction prior to the form up directive will be advised to desist and may be subject to a penalty of Dangerous Driving.

Any driver that continues to break traction thereafter may be subject to disqualification.

10. WEIGHING OF CARS

During drivers briefing the chief steward will advise the procedure for weighing cars during the meeting. The minimum standard will be all cars during qualifying, Heat winners and top 4 after the A Main event 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 the race in question.

11. PROMOTIONAL REQUIREMENTS

Drivers competing in this event may be required to be involved in promotional activities including but not limited to; Grand Parade, autograph sessions or interviews on the day. Once notified at drivers meeting, failure to comply will incur a 25-point penalty.

12. RACE DAY FORMAT

i) Drivers Briefing

All drivers are required to attend drivers briefing. Failure to do so could subject the driver to penalty. Such as but not limited to if a points format a 15 point deduction after heats or if a transfer format a 5 sec penalty to a driver's best time. Drivers must attend drivers briefing in their race suit.

ii) 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. Failure to do so could deem a driver does not get a start. 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. If the Chief Steward deems a driver not to have done their fair share they could be subject to a points / time penalty.

iii) Qualifying

Qualifying will be as per the format listed in Appendix A.

The officials will random draw the qualify order prior to drivers briefing.

During Qualifying the following should be noted:

- If a car causes a stoppage (yellow or red light) prior to taking the green and tripping the timing will be given 1 chance to restart. If done a second time will forfeit their qualifying.
- If a car causes a stoppage after taking green and tripping the timing but does not complete the will be put on the infield/pits and given 1 lap at the end of their flight and can do no better than 50% or 15th whichever is the greater.
- If a car causes a stoppage after recording a time they will be put on the infield/pits and whatever time they have will stand.
- If a car is unable to take its correct place in the order, may take 1 lap at the end of their flight and can do no better than 50% or 15th whichever is 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

The chief steward will determine when the track is suitable for qualifying and will notify drivers of any changes.

iv) Change of format

If for whatever reason the format needs to change due to unforeseen circumstances, the Made To Go Management in consultation with the Sprintcars Queensland reserve the right to change to a 1 heat transfer format which will be communicated to the drivers via a drivers briefing to explain to format which depending on car count as to how it would work. Likewise, if the format needs to be changed in anyway due to rain or any other reason (eg. canceling of Shootout etc), Made Too Go Management with Sprintcars Queensland reserve this right to do so at any stage.

v) Field Sizes

All heat fields will have a maximum of 13 cars.

All main events will have a maximum of the track density as set by the track licence in consulation with the Sprintcars Queensland. Toowoomba has a 20 car limit for all feature races.

vi) Main Event Presentation

Time permitting a 4 wide presentation lap prior to the main event and will commence and conclude I 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. All instruction will be given to the drivers via the receiver.

vii) Post Event Presentation

All post-race checks/inspections will be as directed by the chief steward or the Sprintcars Queensland officials. Failure to comply with any requests from the chief steward or officials will result in a disqualification from that race.

13. ROUND PRIZE MONEY

Prize Money per round will be as per all Sprintcars Queensland sanctioned events, noting the 2 easter rounds carry a larger prize purse and are part of the Easter Tri-Series. The Easter Tri-Series also has a stand alone series prize not outlined in these supplementary regulations.

Prize money is to be paid +GST if teams are registered for GST.

#	ROUNDS 1 - 5		ROUNDS 6 & 7 (Easter)	
	A Main	B Main	A Main	B Main
1 st	\$ 2,500	Transfer to A	\$ 4,000	Transfer to A
2 nd	\$ 1,750	Transfer to A	\$ 2,250	Transfer to A
3 rd	\$ 1,150	Transfer to A	\$ 1,500	Transfer to A
4 th	\$ 900	Transfer to A	\$ 1,000	Transfer to A
5 th	\$ 700	\$ 50	\$ 600	\$ 50
6 th	\$ 600	\$ 50	\$ 500	\$ 50
7 th	\$ 500	\$ 50	\$ 450	\$ 50
8 th	\$ 450	\$ 50	\$ 400	\$ 50
9 th	\$ 400	\$ 50	\$ 350	\$ 50
10 th	\$ 350	\$ 50	\$ 300	\$ 50
11 th	\$ 300	\$ 50	\$ 275	\$ 50
12 th	\$ 250	\$ 50	\$ 275	\$ 50
13 th	\$ 250	\$ 50	\$ 250	\$ 50
14 th	\$ 250	\$ 50	\$ 250	\$ 50
15 th	\$ 250	\$ 50	\$ 250	\$ 50
16 th	\$ 250	\$ 50	\$ 250	\$ 50
17 th	\$ 250	\$ 50	\$ 250	\$ 50
18 th	\$ 250	\$ 50	\$ 250	\$ 50
19 th	\$ 250	-	\$ 250	-
20 th	\$ 250	-	\$ 250	-
Total	\$ 11,900	\$ 700	\$ 13,900	\$ 700

APPENDIX A:

FORMAT (ROUNDS 1 – 5)

Qualifying

Nominated drivers will be seeded into equal heat groups or flights of no more than 13 cars. Drivers will qualify their nominated car over 4 laps of which the cars best time will be used to form the heat fields. Up to five cars on the track at one time.

Qualifying points will be:

Place	Points
1 st	25
2 nd	22
3 rd	19
4 th	17
5 th	15
6 th	13
7 th	11
8 th	9
9 th	7
10 th	5
11 th	3
12 th	2
13 th	1

Heats (10 laps)

Heat points will be the same as Qualifying points.

The number of heats will be determined by the number of nominated cars, however heat races will not exceed 13 cars.

Round 1: Heads up

Round 2: Inversion. Points will be tallied from Time Trials and the first round of heats. The inversion will depend on the car count with a maximum of 8 per heat. With the remainder lining up behind the inversion. The inversion amount will be announced at drivers briefing.

Points

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

Shootout

A shoot-out is will involve the highest eight point scorers based on aggregate of all points from the night.

Bronze:

Group Time Trial – Point scorers 5 through to 8 – Fastest 2 cars transfer to Silver Shoot-out – Slowest 2 cars will start positions 7th & 8th respectively in the feature.

Silver:

Group Time Trial – Fastest 2 cars transfer to Silver Shoot-out – Slowest 2 cars will start positions 5th & 6th respectively in the feature.

Gold:

Group Time Trial – Finishing order (fastest to slowest) will determine start order for the Feature with the fastest to start out of position 1, second out of position 2 and so on.

A Main (20 car field) – 30 laps

Positions in the A Main will be determined by the following:

- Positions 1 to 8 – result of Shootout (if not either not contested – aggregate of points),
- Positions 9 to 16 – as per points,
- Positions 17 to 20 – results of B Main (1st starts 17th, 2nd starts 18th, 3rd starts 19th, 4th starts 20th). If no B Main is contested, the 17th to 20th on points will make up these positions

B Main (18 car field) – 20 laps with a minimum of 15 laps if not a full field

Positions in the B Main will be lined up with the remainder of drivers up to 2 less then the track density (20 cars) or 17th to 32nd in points with 1st and 2nd from the C Main taking the last 2 positions respectively. If a car chooses not to go out for the A-Main, the next eligible car from the B-Main may start the A-Main, providing the driver taking the positions agrees to relinquish \$250 of his prize money for the A-Main to the other car and notifies an official of the same.

C Main – (18 car field) – 15 laps with a minimum of 12 laps if not a full field

Positions in the C Main will be lined up with the remainder of drivers on points (33rd to 48th). The top 2 finishes will transfer to the B-Main.

On the night that the development series runs, the top two finishes in the development series feature race will make up the final two spots of the B Main if there isn't enough cars to run a C-Main AND there isn't enough cars to field a full B-Main grid.

FORMAT (ROUNDS 6 & 7) – Easter Tri Series

Time Trials

From the infield in groups of five cars. Cars will be seeded.

Time Trial order will be determined at drivers briefing by way of a marble draw.

Qualifying Points:

Place	Points
1 st	66
2 nd	64
3 rd	62
4 th	60
5 th	58
6 th	56
7 th	54
8 th	52
9 th	50
10 th	48
11 th	46
12 th	44
13 th	42

Place	Points
14 th	40
15 th	38
16 th	36
17 th	34
18 th	32
19 th	31
20 th	30
21 st	29
22 nd	28
23 rd	27
24 th	26
25 th	25
26 th	24

Place	Points
27 th	23
28 th	22
29 th	21
30 th	20
31 st	19
32 nd	18
33 rd	17
34 th	16
35 th	15
36 th	14
37 th	14
38 th	12
39 th	11

Heats (10 laps)

The number of heats will be determined by the number of nominated cars, however heat races will not exceed 13 cars.

Round 1: The inversion will depend on the car count with a maximum of 8 per heat. With the remainder lining up behind the inversion. **The inversion will be announced at drivers briefing.**

Round 2: Points will be tallied from Time Trials and the first round of heats. The line-up for the second round of heats will then be an inversion same as the first round of heats. With the remainder lining up behind the inversion.

Heat race points will be allocated as followed:

Place	Points	Place	Points	Place	Points
1 st	25	6 th	13	10 th	5
2 nd	22	7 th	11	11 th	3
3 rd	19	8 th	9	12 th	2
4 th	17	9 th	7	13 th	1
5 th	15				

Shoot-out (3 laps)

The shoot-out will involve the highest eight point scorers based on aggregate of all points from the night.

Bronze:

Group Time Trial – Point scorers 5 through to 8 – Fastest 2 cars transfer to Silver Shoot-out – Slowest 2 cars will start positions 7th & 8th respectively in the feature.

Silver:

Group Time Trial – Fastest 2 cars transfer to Silver Shoot-out – Slowest 2 cars will start positions 5th & 6th respectively in the feature.

Gold:

Group Time Trial – Finishing order (fastest to slowest) will determine start order for the Feature with the fastest to start out of position 1, second out of position 2 and so on.

A Main (20 car field) – 35 laps

Positions in the A Main will be determined by the following:

- Positions 1 to 8 – result of Shoot-out (if not contested – aggregate of points),
- Positions 9 to 16 – as per points,
- Positions 17 to 20 – results of B Main (1st starts 17th, 2nd starts 18th, 3rd starts 19th, 4th starts 20th). If no B Main is contested, the 17th to 20th on points will make up these positions. If a car chooses not to go out for the A-Main, the next eligible car from the B-Main may start the A-Main, providing the driver taking the positions agrees to relinquish \$250 of his prize money for the A-Main to the other car and notifies an official of the same.

B Main (18 car field) – 20 laps with a minimum of 15 laps if not a full field

Positions in the B Main will be lined up with the remainder of drivers up to 2 less than the track density (20 cars) or 17th to 32nd in points with 1st and 2nd from the C Main taking the last 2 positions respectively.

C Main – (18 car field) – 15 laps with a minimum of 12 laps if not a full field

Positions in the C Main will be lined up with the remainder of drivers on points (33rd to 48th). The top 2 finishes will transfer to the B-Main.



USC QLD COMMITMENT FEE ACCEPTANCE FORM

To be completed in full and returned with confirmation of payment to:

Ryan Harris – Event Manager (Hi-Tec Oils Toowoomba Speedway)

office@toowoombaspeedway.com

0407 175 341

First Name: _____

Last Name: _____

Email: _____

Mobile: _____

Hometown: _____

Car Number/Prefix: _____

Car Owners Name: _____

ACCEPTANCE:

I, _____ the driver/owner of car # _____, wish to take part in the USC Qld Series to be held at Hi-Tec Oils Toowoomba Speedway during the 2021/22 season.

Signed: _____ Date: _____

Note - This form doesn't constitute a nomination for every round of the series. All drivers MUST nominate for each round individually via Sprintcars Queensland by the advertised closing date.

Direct Debit Details (Please transfer funds to the following details using your car number / prefix as the reference)

Account Name: Made Too Go
Bank: ANZ
BSB: 014-305
Account #: 192911385