



2024/2025



**Distinct  
ICT Series**

# **OPEN SPRINTCARS**

## SUPPLEMENTARY REGULATIONS

[WWW.SRAVIC.COM.AU](http://WWW.SRAVIC.COM.AU)



## Distinct ICT Sprintcar Series 2024/2025

These supplementary regulations apply at any time before, during and after a race meeting and are not subject to appeal.

Please direct any enquiries to the Sprintcar Racing Association of Victoria (SRA) via email –

[info@sravic.com.au](mailto:info@sravic.com.au)

### Amendment of these Regulations

The SRA reserves the right to update, change or amend any of the supplementary regulations and no correspondence will be entered into.

### 2024/2025 Series Schedule

Round 1	Saturday 2nd November 2024	Premier Speedway, Warrnambool (Season Opener)
Round 2	Saturday 9th November 2024	Avalon Raceway, Lara (Fireball Derby)
Round 3	Saturday 23rd November 2024	Borderline Speedway, Mount Gambier (David Vears Memorial)
Round 4	Thursday 26th December 2024	Avalon Raceway, Lara (Gold Cup)
Round 5	Friday 3rd January 2025	Simpson Speedway, Simpson (Green Night)
Round 6	Saturday 1st March 2025	Avalon Raceway, Lara (Great Southern Showdown)
Round 7	Saturday 15th March 2025	Premier Speedway, Warrnambool (Victorian Title)

## General Series Information

### Nominations

The series is open to all SRA and SCCA registered drivers.

Nominations for each round will be via the SRA's online portal –

[scca.fueled.au](http://scca.fueled.au)

- The nomination fee is \$60 including GST per driver. The nomination fee is non-refundable.
- On time nominations close at midnight six days before each event. i.e. where an event is held on a Saturday, on time nominations close midnight Sunday night.
- Late nominations will be accepted up until the date of the event and will attract a late fee of \$150 including GST.
- Nominations may be made on the date of the event and will attract the late fee and will result in the competitor starting rear of the field in any heat races.

### Speedway Australia Licence

All drivers must hold both a current Speedway Australia licence for Sprintcar Racing (AA Sprintcars) & SCCA licence.

### Rules

The series will be run to the Sprintcar Control Council of Australia (SCCA) Racing Rules & Regulations, supplemented by these supplementary regulations. All Sprintcars must comply with the specifications within the current SCCA rulebook.

## Lap scoring

Transponders will be used at all tracks. Transponders must be fitted in the standard position as determined by the SRA accredited scrutineers.

All participants must have a CAR/BIKE MYLAPS Transponder installed for the purpose of lap timing and scoring. Hire transponders can be obtained from the timing operator for a fee of \$30.00 including GST per night. If a hired transponder is not returned by a driver in working condition, the competitor will be responsible for covering the replacement costs.

Competitors have the option to use their own personal transponders at no additional cost. However, it is the responsibility of each competitor to ensure that their personal transponder is fully charged and has an active subscription.

***All prize money may be withheld if transponder is not returned at the completion of a race meeting.***

## Series Decals

All cars must display the supplied official decals of the series sponsors to be eligible for any contingency, point fund, or prize money. Failure to do so will render the driver/team ineligible for contingency prizes or prize money.

The Distinct ICT decal must be displayed on the top wing, one on either side. The remaining decals must be on the left-hand side of the car, or top wing in a visible position.

## Series Format

### 1. Scrutineering –

Scrutineering will be held between 2.00pm and 4.00pm at the designated area. Any car/driver scrutineered after this time will start any heat races from the rear of the field.

### 2. Drivers Meeting –

All drivers must attend the compulsory drivers meeting at 4.45pm. Drivers will be awarded 25 points for attendance on start time. An infraction of this rule will result in non-awarding of these points.

### 3. Race Format –

#### Rounds 1, 2, 4, 6 and 7 – Avalon and Premier – Qualifying/One Heat\*

- Qualifying –
  - Drivers randomly draw a number to determine their qualifying group.
  - The number of qualifying groups will be dependent on the number of drivers competing on the night.
  - Each qualifying group will have a minimum of 8 cars and a maximum of 12 cars.
  - Qualifying will be in pairs for two laps after hot laps, and points will be awarded as follows –

1	2	3	4	5	6	7	8	9	10	11	12
32	29	27	23	21	19	18	17	16	15	14	13

- Heat Races –
  - Drivers will contest one 10 lap heat race.
  - The field is set based on qualifying times with an inversion of 6.
  - Grid draws will be in a single line, so where a driver is unable to compete in a heat race drivers move forward one position. If there is a restart and a lap has not been completed, the same rule applies.
  - Heat racing points are awarded as follows –

1	2	3	4	5	6	7	8	9	10	11	12
18	16	14	12	10	8	6	5	4	3	2	1

- Qualifying/Heat Racing Points –
  - Points obtained via qualifying and heat racing are combined to determine overall points tally for feature line ups.
  - Ties are split by qualifying/time trial position first followed by best qualifying time. For example, where two drivers are tied on points, if one qualified second in their group, and the other finished third in their group the driver finishing in second is the highest qualifier. This approach balances out possible differences in conditions for each qualifying group.
- A Dash/B Dash –
  - The B Dash is for drivers qualifying 7th to 14th in points in a heads up 8 car/6 lap dash. The top two progress to the A Dash whilst the remaining finishing positions determine starting positions in the A Main.
  - The A Dash is for drivers qualifying 1st to 6th plus the 1st and 2nd finisher in the B Dash. It is an 8 car/6 lap dash with finishing positions determining starting positions in the A Main.
  - Grid draws will be in a single line, so where a driver is unable to compete in a dash drivers move forward one position. If there is a restart and a lap has not been completed, the same rule applies.
- B Main –
  - A single B-Main event will be run for drivers qualifying 15th to 34th (20 cars).
  - The race will be a maximum of 15 laps and may be reduced dependant on car count.
  - The top 6 transfer to the back of the A-Main.
  - The grid draw will be in a single line, so where a driver is unable to compete in the B Main drivers move forward one position. If there is a restart and a lap has not been completed, the same rule applies.
  - If required a C Main may be added dependant on the number of cars competing on the night.

- A Main –
  - The A-Main is 30 laps with starting positions 1 to 14 determined by the dash finishing positions, and 15 to 20 based on B Main results.
  - Grid draw will be in a single line, so where a driver is unable to compete in the A-Main drivers move forward one position. If there is a restart and a lap has not been completed, the same rule applies.
  - There will be no reserves or cars replaced in the starting field outside of the twenty (20) cars that have qualified.

\*Where the car count is below 24, the event will revert to having two heat races with no A/B Dash. The second heat line up will be based on aggregate points from the qualifying/time trial and heat one with an inversion of 6.

#### Round 3 and 5 – Mount Gambier and Simpson – Two Heats

- Drivers will contest two 10 Lap heat races.
- The number of heat races will be dependent on the number of drivers competing on the night. Each heat race will have a minimum of 8 cars.
- Drivers randomly draw to determine their starting position for the first round of heats.
- The second round will be inverted with drivers changing to a different heat ensuring each driver has an inside and outside row start.
- Grid draws will be in a single line, so where a driver is unable to compete in a heat race drivers move forward one position. If there is a restart and a lap has not been completed, the same rule applies.
- Heat racing points are awarded as follows –

1	2	3	4	5	6	7	8	9	10	11	12
18	16	14	12	10	8	6	5	4	3	2	1

- Qualifying / Heat Racing Points –
  - Points obtained via heat racing are combined to determine overall points tally for feature line ups.
  - Ties are split by fastest time in a heat race.
- B Main –
  - A single B-Main event will be run for drivers qualifying 15th to 34th (20 cars).
  - The race will be a maximum of 15 laps and may be reduced dependant on car count.
  - The top 6 transfer to the back of the A-Main.
  - The grid draw will be in a single line, so where a driver is unable to compete in the B Main drivers move forward one position. If there is a restart and a lap has not been completed, the same rule applies.
  - If required a C Main may be added dependant on the number of cars competing on the night.

- A Main –
  - The A-Main is 30 laps with starting positions 1 to 14 determined by heat racing points, and 15 to 20 based on B Main results.
  - Grid draw will be in a single line, so where a driver is unable to compete in the A-Main drivers move forward one position. If there is a restart and a lap has not been completed, the same rule applies.
  - There will be no reserves or cars replaced in the starting field outside of the twenty (20) cars that have qualified.

#### 4. Eligibility for Points/Prizemoney –

- Cars need to receive the mechanical defect flag to get heat points. There is no drop out points.
- Anyone who qualifies for the B-Main or A-Main and cannot compete due to mechanical problems will be awarded last place and will receive last place prizemoney. If more than one car cannot compete, their final position is dependent on their points for the night.



## 5. Individual Round Prizemoney –

- Individual round prize money for the series is as shown below with GST to be paid if team is registered for GST.

Rounds 1 to 6		
#	A Main	B Main
1st	\$5,000	transfer to A Main
2nd	\$2,500	transfer to A Main
3rd	\$2,000	transfer to A Main
4th	\$1,500	transfer to A Main
5th	\$1,200	transfer to A Main
6th	\$1,000	transfer to A Main
7th	\$825	\$300
8th	\$750	\$300
9th	\$650	\$300
10th	\$600	\$300
11th	\$500	\$300
12th	\$500	\$300
13th	\$500	\$200
14th	\$500	\$200
15th	\$500	\$200
16th	\$500	\$200
17th	\$500	\$200
18th	\$500	\$200
19th	\$500	\$200
20th	\$500	\$200
<b>Total</b>	<b>\$21,025</b>	<b>\$3,400</b>

\* if a C Main is required, drivers finishing in the C Main will receive \$150

Victorian Sprintcar Title - Round 7		
#	A Main	B Main
1st	\$7,500	transfer to A Main
2nd	\$4,000	transfer to A Main
3rd	\$2,500	transfer to A Main
4th	\$1,500	transfer to A Main
5th	\$1,200	transfer to A Main
6th	\$1,000	transfer to A Main
7th	\$900	\$500
8th	\$900	\$500
9th	\$850	\$500
10th	\$850	\$500
11th	\$800	\$450
12th	\$800	\$450
13th	\$750	\$450
14th	\$750	\$450
15th	\$700	\$400
16th	\$700	\$400
17th	\$700	\$400
18th	\$700	\$400
19th	\$700	\$400
20th	\$700	\$400
<b>Total</b>	<b>\$28,500</b>	<b>\$6,200</b>

\* if a C Main is required, drivers finishing in the C Main will receive \$200

## Overall Series Point Fund

- Drivers will be competing for the overall Distinct ICT Open Series Championship.
- To be eligible for the series championship, a driver must attend and compete in every round.
- Once the drivers meeting has been held, the race meeting is counted as a round of the series irrespective of whether the A Main is completed or not. All drivers will be awarded 100 attendance points.
- In the event of a round being cancelled for any reason prior to signing in to the venue, and drivers are notified then that round is void and not counted as part of the series (no points awarded). If this occurs, the SRA may adjust the series points fund.
- If the event has started and is then cancelled and not completed, if it occurs before the A Main line up is determined then all competing drivers at the round will receive 100 series racing points. If the A Main has been determined (all 20 drivers locked in) and only the A Main is not completed, those drivers in the A-Main will all receive 145 series racing points.
- If a tie occurs in the series points, the winner will be the driver with the most feature wins throughout the series. If still a tie, then most second places throughout the series and so on.
- Distinct ICT series racing points are allocated based on finishing positions in the A and B Main only as shown below. All drivers not making the B Main will receive 75 series points.

Series Racing Points		
#	A Main	B Main
1st	200	transfer to A Main
2nd	190	transfer to A Main
3rd	185	transfer to A Main
4th	180	transfer to A Main
5th	175	transfer to A Main
6th	170	transfer to A Main
7th	165	98
8th	160	96
9th	155	94
10th	150	92
11th	145	90
12th	140	88
13th	135	87
14th	130	86
15th	125	85
16th	120	84
17th	115	83
18th	110	82
19th	105	81
20th	100	80

- Bonus points will be allocated to the following –
  - 10 points for Leading the Most Laps in the A Main.
  - 5 points for the Quickest Individual Lap in the A Main.
  - 10 points for the Hard Charger, noting if there is a tie, it is the driver that started from the furthest starting position.

The minimum series points fund will be paid at the SRA Annual Presentation dinner as follows –

#	Series Points Fund
1st	\$5,000
2nd	\$3,000
3rd	\$2,000
4th	\$1,500
5th	\$1,200
6th	\$1,000
7th	\$1,000
8th	\$1,000
Total	\$15,700

Drivers must attend the SRA Annual Presentation dinner to receive payment of the series points fund.

The SRA may increase the overall point fund money as the season progresses and will communicate any updates changes including additional end of series awards.

## Rainout/Meeting Abandoned

If the race meeting is cancelled due to unforeseen circumstances before the first event, no prize money will be paid. Nomination fees received from drivers for that event will be refunded.

If the meeting is cancelled before the sixth event, no prize money will be paid. Nomination fees received from drivers for that event will be refunded.

If the race meeting is cancelled after the sixth event and no pass outs are issued, then the full round prize money is payable by the promoter/venue to the competing drivers. If pass outs are issued, then 50% of the prizemoney is payable if drivers have completed at least one (1) event. Payable monies will be equally divided amongst all drivers who competed.

If all heats have been completed, but no feature races are held prize money will be divided equally between all Drivers.

If all heats and some features have been completed prize money and points will be paid and awarded up to event completion. The remainder of the events will have the prize money divided equally.

In the event of the A-Main starting, but the race not being completed, SCCA rule 6.16 'race distance' parts 1 and 2 will apply.