



Chariots of Thunder Sprintcar Series
2024 Supplementary Regulations
Revised 18-3-24

Supplementary Regulations apply any time before, during or after a race meeting and are not subject to appeal. Northline Speedway reserve the right to update, change or amend any of the supplementary regulations at any time and no correspondence will be entered into.

Important Contacts

General Enquiries: Northline Speedway	E: racing@darwinspeedway.com.au W: www.northlinespeedway.com.au
Competition Enquiries: Jason McIver	P: 0408 818 544 E: public.officer@darwinspeedway.com.au
Ticketing Enquiries: Jorja Thompson	E: assistant.secretary@darwinspeedway.com.au

1. CONDITIONS OF ENTRY

1.1. This series is open to all Northern Territory Sprintcar Association (NTSA) and/ Sprintcar Control Council of Australia (SCCA) registered competitors.

1.2. Competitors must have a current SCCA licence registration and Speedway Australia licence.

1.3. All nominated Sprintcars must be in the pit area by 3pm each night (12-14 September 2024)

1.3.1. Scrutineering will be conducted in a designated and signed area. All licence and logbooks must be presented at scrutineering with the Sprintcar and Competitor. Safety equipment and apparel may be inspected by officials at any time during the course of the race meeting.

1.3.2. All nominated Sprintcars must be weighed by a designated NTSA official in the designated area on Thursday 12 September 2024. NTSA will choose; all, odd or even numbered cars to be scrutineered at any round thereafter.

1.3.3. All associated crew members on the infield are required to hold the appropriate credentials and clothing as per the Speedway Australia rule book and/ track regulation. A maximum of 3 crew per Sprintcars are permitted on the infield during Qualifying and Hot Laps only.

1.3.4. All associated crew on the infield must listen to the direction of the infield officials at all times.

1.3.5. All competitors, crew and associated members are subject to the supplementary regulations for the event.

1.4. All competitors, crew and officials are required to conduct themselves in a professional and safe manner. Non-compliance of this will be addressed by either the Promoter or Chief Steward. Penalties for non-compliance may apply.

1.5. All drivers are to attend the compulsory drivers briefing at 4:20pm to register their attendance. Drivers briefing will be held at 4:30pm unless otherwise advised. All drivers are to attend the meeting in their race suit, unless otherwise advised by the Chief Steward. Failure to comply without a valid excuse will result in the following penalties applied immediately:

1.5.1. Late attendance (not signed in by 4.30pm) – 5 point deduction per offence

- 1.5.2.** Non-attendance without prior notification – 25 point deduction per offence and must present to the Chief Steward prior to racing
- 1.5.3.** Failure to wear race suit at drivers briefing – 25 point deduction per offence
- 1.6.** Top 4 drivers will be weighed after the A main. Random weighing may be done in heat races. Scale location for scrutineering only is in the pit scrutineering bay. ALL after race scaling will be on the designated area in the infield. Car must be weighed before exiting the track.

2. NOMINATIONS

- 2.1.** Nominations for the Chariots of Thunder Sprintcar Series will open via the Northline Speedway website, <https://northlinespeedway.com.au/events/chariots-of-thunder/>
- 2.2.** Nominations are non-refundable.
- 2.3.** The nomination fee is \$550 GST inclusive and will include; 1 competition nomination, 1 competitor venue entry, 3 crew/mechanic's venue entry and 2 sponsor series passes.
- 2.4.** No nomination will be confirmed without full payment.
- 2.5.** Nominations close on Friday 12 July 2024 at 5pm ACST. Late nominations may be accepted at the promoter's discretion and a \$200 late fee will apply.
- 2.6.** Any competitor who attends a race meeting with a Sprintcar that is mechanically unable to compete at all, will not be reimbursed their nomination fee or prize money. Ability to compete will be evaluated by whether the Sprintcar did start (meet the green flag) in any of the heats, features or at the discretion of the Chief Steward.

3. RACING RULES

- 3.1.** The series competition will take place under the current SCCA Racing Rules, Regulations and Specifications as set out in the current rule book and the series supplementary regulations as allowed in Section A Rule 3 of the 2023/2024 rule book.
- 3.2.** Random drug and alcohol testing of drivers, owners, officials and pit crews as per the regulations of the current SCCA Rules & Regulations Book may be conducted at any time before, during or after a race meeting.
- 3.3.** All racing will occur to the minute by minute provided by the Promoter.
 - 3.3.1.** Where practical, necessary action may be undertaken by the Promoter to ensure the race meeting is run to the minute by minute.
- 3.4.** Any driver disqualified from an event will not receive any points or prize money for that event.
 - 3.4.1.** In the event of a DNF (Did Not Finish) or mechanical black flag in A, B and C main's we will automatically honour points and prizemoney in the order of timing by officials.
- 3.5.** Restarts will be single file for all races.
- 3.6.** The Chief Steward and the Promoter reserve all rights to implement and enforce time certain racing or alter races if the nights running of the program is at risk of finishing later than 10:30pm.
- 3.7.**

Activity	Maximum Time Allowance
Track Pack	15 minutes
Hot Laps & Time Trials	55 minutes
Heat Races, Dash's, C Main Clash, B Battles	9 minutes
C Mains	12 minutes
B Mains	15 minutes
A Mains	30 minutes
Pole Shuffle	15 minutes

4. RACE FORMAT

4.1. The Promoter has the right to adjust race formats to suit car counts before any round has commenced. All drivers will be informed at the drivers meeting if any immediate changes have been made. Promoters and organisers will inform all drivers and teams via email if changes have been made before drivers meeting.

4.2. September 12th, 13th and 14th are separate point's nights towards the Chariots of Thunder Series points score. There are no preliminary points that will carry over to the next night.

4.3. Hot Laps are 4 laps and have a maximum of 8 Sprintcars. The Chief Steward has discretion to add or decrease hot lap sessions to bring the track in or save the track if deemed needed by the Chief Steward and promoting body.

4.4. Time Trials The driver order of Time Trials is determined by a pill draw for 2 flights of the field. Flight 1 is the first half of the field flight 2 is the second half of the field. The time trial results of flight 1 determine grid positions for heat 1 and 2. The time trial results of flight 2 determine grid positions for heat 3 and 4. Fastest times to the front spread evenly of the number of heats needed. See 4.2.8 Time Trial to Heat Race Positions Table.

4.4.1. Qualifying will consist of two consecutive timed laps unless otherwise noted. 2 drivers to qualify at a time. Changes to the two-lap qualifying procedure will be at the discretion of officials.

4.4.2. If the driver has missed their qualifying spot. The late driver can take their qualifying run at the end of the scheduled flight and receive only one qualifying lap. The best a late driver can qualify is 50% (lower number) + 1 of the overall number of qualifiers in a group no matter what the qualifying time of record is posted.

4.4.3. Once a driver is pushed and/or rolls for time trials, even if it doesn't start, that is considered an attempt to qualify. If the driver leaves the track and goes to the pit area or returns to the qualifying line, it will be considered late and will only receive one qualifying lap as outlined above.

4.4.4. In the event of two or more cars posting the same qualifying times, the tiebreaker will be the fastest other lap time of the two consecutive recorded laps. If this does not break the tie, the tie will be broken by the qualifying pill draw. If one (1) lap qualifying is utilized, the tiebreaker will be the qualifying pill draw.

4.4.5. In the event of inclement weather and/or unforeseen circumstances, it is at the discretion of the officials to revise the qualifying procedure.

4.4.6. Time Trail Points – Awarded fastest to slowest within the driver’s flights. Quick Time being awarded to quickest overall over both flights.

4.4.7.

Flight 1 Time Trial Points		Flight 2 Time Trial Points	
Time Trial Result	Time Trail Points	Time Trial Result	Time Trial Points
1 st	42	1 st	42
2 nd	37	2 nd	37
3 rd	34	3 rd	34
4 th	32	4 th	32
5 th	30	5 th	30
6 th	28	6 th	28
7 th	26	7 th	26
8 th	24	8 th	24
9 th	20	9 th	20
10 th	18	10 th	18
11 th	16	11 th	16
12 th	14	12 th	14
13 th	12	13 th	12
14 th	11	14 th	11
15 th	10	15 th	10
16 th	9	16 th	9
17 th	8	17 th	8
18 th	7	18 th	7
19 th	6	19 th	6
20 th	5	20 th	5
21 st	4	21 st	4
22 nd	3	22 nd	3
23 rd	2	23 rd	2
24 th	1	24 th	1

4.5. Officials may adjust the number of cars in flights if drivers pull out without notice.

4.5.1. Tied Points, in the event 2 or more drivers are tied on points after the completion of heats, the driver who recorded the quickest time in Time Trials will be awarded the higher position.

4.5.2.

4.5.3. Race Starts, utilizing SCCA rule 6.4. Grid draws will be posted in a single line and if a car withdraws, all cars behind move up one position.

5. Heat Racing starting positions are determined by qualifying results which correlate to the below grid table. This table can be adjusted if car count exceeds 48 entries. Heats will be 8 laps.

5.1.1. Heat Race Starting Positions Table

FLIGHT 1				FLIGHT 2			
Qualifying Result	Heat Race 1 Starting Position	Qualifying Result	Heat Race 2 Starting Position	Qualifying Result	Heat race 3 Starting Position	Qualifying Result	Heat race 4 Starting Position
1st	1 st	2nd	1 st	1st	1 st	2nd	1 st
3rd	2 nd	4th	2 nd	3rd	2 nd	4th	2 nd
5th	3 rd	6th	3 rd	5th	3 rd	6th	3 rd
7th	4 th	8th	4 th	7th	4 th	8th	4 th
9th	5 th	10th	5 th	9th	5 th	10th	5 th
11th	6 th	12th	6 th	11th	6 th	12th	6 th
13th	7 th	14th	7 th	13th	7 th	14th	7 th
15th	8 th	16th	8 th	15th	8 th	16th	8 th
17th	9 th	18th	9 th	17th	9 th	18th	9 th
19th	10 th	20th	10 th	19th	10 th	20th	10 th
21st	11 th	22nd	11 th	21st	11 th	22nd	11 th
23rd	12 th	24th	12 th	23rd	12 th	24th	12 th
FLIGHT 1				FLIGHT 2			

5.1.2. Heat Race Points – The Heat racing will award the following points.

Heat Racing Points	
Heat Race Result	Heat Racing Points
1 st	54
2 nd	47
3 rd	44
4 th	42
5 th	40
6 th	38
7 th	36
8 th	34
9 th	30
10 th	28
11 th	26
12 th	24

6. Points Transfer Table – Points tallied from time trail and heat racing will determine the starting order of the Dash, Mid Pack Madness, B Main Battles and the C Main Clash.

Total Points Transfer		Total Points Transfer	
Points Result	Race & Position	Points Result	Race & Position
1 st	1 st Dash	25 th	1 st B Main Battle 2
2 nd	2 nd Dash	26 th	2 nd B Main Battle 2
3 rd	3 rd Dash	27 th	3 rd B Main Battle 2
4 th	4 th Dash	28 th	4 th B Main Battle 2
5 th	5 th Dash	29 th	5 th B Main Battle 2
6 th	6 th Dash	30 th	6 th B Main Battle 2
7 th	7 th Dash	31 st	7 th B Main Battle 2
8 th	8 th Dash	32 nd	8 th B Main Battle 2
9 th	1 st Mid Pack Dash	33 rd	1 st C Clash
10 th	2 nd Mid Pack Dash	34 th	2 nd C Clash
11 th	3 rd Mid Pack Dash	35 th	3 rd C Clash
12 th	4 th Mid Pack Dash	36 th	4 th C Clash
13 th	5 th Mid Pack Dash	37 th	5 th C Clash
14 th	6 th Mid Pack Dash	38 th	6 th C Clash
15 th	7 th Mid pack Dash	39 th	7 th C Clash
16 th	8 th Mid pack Dash	40 th	8 th C Clash
17 th	1 st B Main Battle 1	41 st	9 th C Clash
18 th	2 nd B Main Battle 1	42 nd	10 th C Clash
19 th	3 rd B Main Battle 1	43 rd	11 th C Clash
20 th	4 th B Main Battle 1	44 th	12 th C Clash
21 st	5 th B Main Battle 1	45 th	13 th C Clash
22 nd	6 th B Main Battle 1	46 th	14 th C Clash
23 rd	7 th B Main Battle 1	47 th	15 th C Clash
24 th	8 th B Main Battle 1	48 th	16 th C Clash

6.1. Dash race is 8 laps – The starting positions of the Dash are determined by the points transfer table. The finishing order of Dash determines the starting order of A main positions 1st to 10th respectively. With 1st and 2nd place finishers of the Mid Pack Dash transferring to the back of the Dash in their respective finishing order.

6.2. Mid Pack Dash is 8 laps - The starting positions of the Mid pack Dash are determined by the points transfer table. The 1st and 2nd place finishing drivers will transfer to the back of the Dash in their respective order. The finishing order for the remaining driver of the Mid Pack Dash determines the starting order of A main positions 11th to 16th respectively.

6.3. B Main Battle 1 is 8 laps - The starting positions of the B Main Battle 1 are determined by the points transfer table. The finishing order of B Main Battle 1 determines the starting order of B main positions 1st to 8th respectively.

6.4. B Main Battle 2 is 8 laps - The starting positions of the B Main Battle 2 are determined by the points transfer table. The finishing order of B Main Battle 2 determines the starting order of B main positions 9th to 16th respectively.

6.5. C Main Clash is 8 laps - The starting positions of the C Main Clash are determined by the points transfer table. The finishing order of C Main Clash determines the starting order of C Main respectively.

6.6. C Main will be 10 laps each and the top 4 will transfer in their respective order to the rear of the B Main.

6.7. B Main will be 15 laps and the top 4 will transfer in their respective order to the back of the A Main.

6.8. A Main will be 30 laps

6.9. Pope Challenge Pole Shuffle (13 September 2024 only). The pole shuffle will comprise of the top 8 drivers on points after heat racing that night. The pole shuffle order is determined by point's positions. With drivers on points 8th and 7th to be the first pair to start. The driver with higher points coming onto challenge will determine their starting line (inside/outside.)

6.9.1. Restarts will be permitted in the pole shuffle – determination of 'jumping the start' will be judged at complete discretion by the Chief Steward and result in a loss for that pole shuffle round. If the Chief steward can not determine an outcome of a bad start, he may restart the pair again.

6.9.2. The pole shuffle for position 1 and 2 will be a best of 3 match.

6.9.3. The driver that is coming onto the track (higher points) will have right of decision to take the inside or outside row for the first shuffle of the best of three match. The second shuffle will be inverted. The third shuffle will be inverted again.

6.9.4. If a driver wins the first 2 shuffles, the result will be considered final and the third will not be run.

6.9.5. The winner of the pole shuffle will have right of decision to commence the start of the A-main from the inside or outside of the front row.

6.9.6. The winner of the pole shuffle will be offered the Pope Challenge. If accepted, the competitor will receive a \$5,000 acceptance bonus. If the Challenger is successful, they will receive a further \$30,000 + 1st place prize money. A total of \$45,000 to the challenger if he wins.

6.9.7. The Pope Challenge allows the driver on pole position to elect to relinquish pole position and start from position 20. Having relinquished pole position, failing to start from

position 20 (incorrect grid start position) will disqualify the driver from claiming the bonus prize and starting bonus.

6.9.8. If a complete restart is required in the A main, the driver must fall to the longest line of the grid (including behind the first reserve if that driver is deployed to start.) When the race has officially recorded 1 lap then the restart order will not impact the Pope Challenger.

6.9.9. If the pole position declines the offer, it will not be offered to any other competitor.

6.9.10. The driver that wins the pole shuffle must make the decision whether they accept the challenge or not within five (5) minutes of being asked by the commentator in the pole shuffle at the podium area. The driver and car must report to the podium area directly after the conclusion of the pole shuffle.

6.9.11. If the challenge is accepted the Challenger must display led lighting on the race car that is provided and installed by officials.

6.10. Point score

The series points will be awarded as per the below schedule.

A MAIN		B MAIN		C MAIN		D MAIN (if needed)	
1 st	250	5 th	208	5 th	177	5 th	161
2 nd	246	6 th	206	6 th	176	6 th	160
3 rd	244	7 th	204	7 th	175	7 th	159
4 th	242	8 th	202	8 th	174	8 th	158
5 th	240	9 th	200	9 th	173	9 th	157
6 th	238	10 th	198	10 th	172	10 th	156
7 th	236	11 th	196	11 th	171	11 th	155
8 th	234	12 th	194	12 th	170	12 th	154
9 th	232	13 th	192	13 th	169	13 th	153
10 th	230	14 th	190	14 th	168	14 th	152
11 th	228	15 th	188	15 th	167	15 th	151
12 th	226	16 th	186	16 th	166	16 th	150
13 th	224	17 th	184	17 th	165	17 th	149
14 th	222	18 th	182	18 th	164	18 th	148
15 th	220	19 th	180	19 th	163	19 th	147
16 th	218	20 th	178	20 th	162	20 th	146
17 th	216						
18 th	214						
19 th	212						
20 th	210						

7. PRIZE MONEY

7.1. All prize money outlined in the below is GST inclusive.

7.2. Prize money will be paid out according to the official race results.

7.3. The promoter reserves the right to alter prize money or awards. Drivers will be informed of any alteration at the drivers briefing prior to the commencement of the event.

7.4. All eligible prize money will be paid direct to your nominated bank account by the Darwin Speedway Riders and Drivers Association within 21 days of the conclusion of the series.

7.5. It is the responsibility of the driver to ensure the appropriate bank details have been provided on the nomination form. To update or change the bank details you have provided please email the event manager directly.

12 September 2024		13 September 2024		14 September 2024	
A MAIN		A MAIN		A MAIN	
1 st	\$10,000	1 st	\$10,000	1 st	\$15,000
2 nd	\$5,000	2 nd	\$5,000	2 nd	\$10,000
3 rd	\$3,000	3 rd	\$3,000	3 rd	\$5,000
4 th	\$1,000	4 th	\$1,000	4 th	\$4,000
5 th	\$1,000	5 th	\$1,000	5 th	\$3,000
6 th	\$800	6 th	\$800	6 th	\$2,000
7 th	\$800	7 th	\$800	7 th	\$1,750
8 th	\$600	8 th	\$600	8 th	\$1,500
9 th	\$600	9 th	\$600	9 th	\$1,000
10 th	\$550	10 th	\$550	10 th	\$750
11 th	\$500	11 th	\$500	11 th	\$750
12 th	\$500	12 th	\$500	12 th	\$750
13 th	\$500	13 th	\$500	13 th	\$750
14 th	\$500	14 th	\$500	14 th	\$750
15 th	\$500	15 th	\$500	15 th	\$750
16 th	\$500	16 th	\$500	16 th	\$750
17 th	\$500	17 th	\$500	17 th	\$650
18 th	\$500	18 th	\$500	18 th	\$650
19 th	\$500	19 th	\$500	19 th	\$650
20 th	\$500	20 th	\$500	20 th	\$650
B MAIN		B MAIN		B MAIN	
5 th	\$400	5 th	\$400	5 th	\$500
6 th	\$400	6 th	\$400	6 th	\$500
7 th	\$400	7 th	\$400	7 th	\$500
8 th	\$400	8 th	\$400	8 th	\$500
9 th	\$300	9 th	\$300	9 th	\$500

10 th	\$300	10 th	\$300	10 th	\$500
11 th	\$300	11 th	\$300	11 th	\$450
12 th	\$300	12 th	\$300	12 th	\$450
13 th	\$300	13 th	\$300	13 th	\$450
14 th	\$300	14 th	\$300	14 th	\$450
15 th	\$300	15 th	\$300	15 th	\$450
16 th	\$300	16 th	\$300	16 th	\$350
17 th	\$300	17 th	\$300	17 th	\$350
18 th	\$300	18 th	\$300	18 th	\$350
19 th	\$300	19 th	\$300	19 th	\$350
20 th	\$300	20 th	\$300	20 th	\$350
TOTAL PRIZE MONEY		TOTAL PRIZE MONEY		TOTAL PRIZE MONEY	
\$33,550		\$33,550 + \$35,000 for Pope Challenge		\$58,000	
\$125,100 + \$35,000 for Pope Challenge = \$160,100 in prize money					

8. PROMOTIONS AND MEDIA ENGAGEMENT

8.1. As part of your nomination, all drivers will be required to engage in various media and promotional activities outlined by the promoter.

8.1.1. Penalties will apply for those who do not engage in required activities, within fair reason. Deduction in points for each scheduled race meeting may be applied at the discretion of the Promoter.

8.2. All cars must display the supplied official decals of major COT sponsors to be eligible for contingency, point fund and prize money.

8.2.1. To be eligible for any prize money, contingency awards or points fund, all provided decals must be displayed on the left and right side of the car. Below are options where they may be displayed:

