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SUPERCARS OPERATIONS MANUAL 2024

DIVISION “D” – SPORTING RULES

D1. TESTING

D1.1 General

- 1.1.1 The GMM may conduct any Testing by any means at any location upon the approval of Supercars.
- 1.1.2 The Testing of any Car, other than at an Event, will only be permitted in accordance with the Rules.
- 1.1.3 Unless otherwise specified in the Specific Prescriptions - Testing, the following General Prescriptions apply to all Testing activities other than any compulsory Test Days or activities.
- 1.1.4 Test Tracks

Applies To:	VCS Team or Group and Dunlop Series Team
Wind Tunnel	Wind tunnel Testing of a Car or scale model version of a Car is not permitted.
Testing To Take Place In A Team’s Home State Or Territory	Testing may only be undertaken at a Test Track located in the State or Territory in which the Team or Group is based.
Home State Not To Change	Teams or Groups will not be permitted to change the State in which they are based during the calendar year.
Specified Test Tracks	Victorian Based Teams: Winton Motor Raceway.
	Queensland Based Teams: Queensland Raceway.
	Teams based in any other State or territory will be permitted to nominate a Circuit within their State or Territory which will then become their Specified Test Track.
Test Track Becomes ‘Permanently’ Unavailable	Should a Test Track cease to be available (e.g. cease trading or no longer hold a current Motorsport Australia Track Licence) the GMM, will nominate an alternate Test Track for the Team or Group to use for such period of time that such Test Track remains unavailable.
Test Track Becomes Temporarily Unavailable For An Extended Period Of Time	If the specified Queensland or Victorian Test Track becomes unavailable for an extended period of time, upon application by a Team or Group, the GMM in their absolute discretion, may grant approval for an alternative track to be used.
Exceptional Circumstances	Under exceptional circumstances, the GMM in their absolute discretion, may permit a Team or Group to test at a Circuit that is not located in the State or Territory in which the Team or Group is based.
Not Considered Test Tracks	Single shock dynos and rolling road chassis dynos are not deemed to be Test Tracks for the purpose of these Rules.

1.1.5 Test Bans

Applies To:	VCS Team or Group and Dunlop Series Team
Pre-Event Test Ban	There is an absolute ban on driving a Car or any Automobile carrying aerodynamic aids and exterior components identical or similar to the samples held by Supercars at any Circuit or part thereof at which an Event is scheduled to take place from 00:01 on the Saturday preceding the commencement of the scheduled Event without the express written approval of the GMM, and then only for the purpose of publicity of the Event.
Corporate And Media Ride Bans	No Teams or Groups are permitted to undertake any Corporate Ride or Media Ride in any form at a Circuit or part thereof other than their nominated Test Track prior to that Circuit's Event.
Test Ban During Fly-away Events	No Team or Group is permitted to test, other than at a Dunlop Series Test Day, from the day Cars are loaded onto a plane in Australia until the day they are unloaded back in Australia for any overseas Event.
	Any Dunlop Series Team that wishes to conduct a Test Day during any Fly-away Event accepts that Supercars may charge the Team the costs of the attendance of the appointed Supercars Official that is required be present to supervise the Supercars Test.

1.1.6 Non-Testing Track Activities

Applies To:	VCS Team or Group and Dunlop Series Team
The following activities will not be regarded as comprising a Supercars Test Day for the purposes of the Rules.	Any activity required by Supercars of a Team, excluding any compulsory Supercars Test Day.
	Corporate Rides – refer Rule E.6
	Evaluation Day – Refer Rule D1.5.1
	Demonstration Day – Refer Rule D1.5.2
	New Car Shakedown – Refer Rule D1.5.3
	Other: Promotional activities (such as filming TV advertisements) run under the permission of Supercars with conditions applied by Supercars. Refer Rule D1.5.4
Engine Not To Be Started	The fact of these activities will be made available to any other Team or Group upon application being made to Supercars.
	At any Non-Testing Track Activity, the engine of a Car must not be started for any reason: <ul style="list-style-type: none"> • before the arrival at the Race Track of the person appointed by Supercars to supervise the activity; and • Before such person has given approval for the Car's engine to be started.

D1.2 General Prescriptions - Testing

Applies To:	VCS Team or Group and Dunlop Series Team
Notification to Supercars of a Team or Group's intention to Test:	Required a minimum of five (5) working days prior to the Test via the Supercars portal.
Is Supercars written permission required:	Yes
Tracks permitted to be used for Test Days:	The Team's nominated Test Track.
	Subject to compliance with Rule D1.3.5 . For Rookie Test Days: Registered Rookie Drivers and Rookie Driver- DS2 eligible Teams will be permitted to nominate one (1) alternate Circuit excluding Taupō Motorsport Park, Wanneroo Raceway and Hidden Valley Raceway up to a maximum of three (3) Test days.
	Subject to compliance with Rule D1.3.4 . Dunlop Super3 Series Test Days: DS3 eligible Teams will be permitted to nominate one (1) alternate Circuit excluding Taupō Motorsport Park, Wanneroo Raceway and Hidden Valley Raceway.
	Subject to compliance with Rule D1.3.5 . Dunlop Series Special Purpose Testing: Dunlop Series and VCS eligible Teams will be permitted to nominate one (1) alternate Circuit excluding Taupō Motorsport Park, Wanneroo Raceway and Hidden Valley Raceway.
VCS Restricted dates:	Prior to: 29 January 2024
	After: 6 December 2024
Dunlop Series Restricted dates	Prior to: 29 January 2024
	After: 6 December 2024
Permitted Test hours in local time:	Start: 0830
	Finish: 1700
Sharing Test Track days:	Subject to compliance with Rule D1 , and any specific Test Track regulations and restrictions, Teams or Groups must make every reasonable effort to share their Test Day.
Cost of Supercars Attendance:	The Team or Group must accept that Supercars may charge the Team or Group for the costs of the attendance of the appointed Supercars Official.
Permitted actions during the Test Day:	Adjust or fine tune the Car for racing.
	Record and download electronic data.

D1.3 Specific Prescriptions – Testing

1.3.1 Homologation Team Test Days

Applies Only To:	Homologation Teams during the Homologation Period
Maximum number of Test Days permitted annually from the commencement of the homologation:	Total: 6 (at the discretion of the GMM) <ul style="list-style-type: none"> i. No more than Three (3) Days at a Circuit; and ii. No more than Three (3) Days at a nominated airfield runway. Any unused Homologation Team Test Days for the Homologation Team will be forfeited.
Number of Cars permitted to be driven at a Homologation Team Test Day:	One (1)
Consequences of more than one (1) Car Testing at a Homologation Team Test Day:	It will be considered to be a Supercars Test Day. Any remaining Homologation Team Test Days for the Homologation Team will be forfeited.
Tracks permitted to be used for one (1) Homologation Team Test Day:	Phillip Island Sydney Motorsport Park
Track permitted to be used for all remaining Homologation Team Test Days:	The Team's nominated Test Track.
Who is permitted to drive the Car:	Primary Driver
Exceptional Circumstances Permitted:	Supercars, at its sole discretion, may permit a Homologation Team to conduct a Homologation Team Test Day at a Circuit that is not located in the State or Territory in which the Team or Group is based.

1.3.2 VCS Test Days

Applies Only To:	VCS Team or Group.
Maximum number of Test Days permitted annually:	Three (3)
Number of Cars permitted to be driven at a VCS Test Day:	One (1) Car for each TRC. Each TRC of the VCS Team or Group must participate at a Test Day otherwise the Test Day is forfeited for that TRC.
Who is permitted to drive the Car:	<p>Primary Driver from the nominated Team or Group;</p> <p>Upon approval of the GMM, one (1) Primary Driver is permitted to drive a Car outside of their nominated Team or Group for a maximum of 10 laps, including in and out laps;</p> <p>Upon prior approval of the GMM, any Driver who holds a Motorsport Australia /or any FIA affiliated ASN issued Driver Competition Licence.</p>
Part of a Test Day used:	If a Team or Group utilises only part of a Test Day, the Team or Group will be deemed to have used a full Test Day.
Testing ceased due to rain – Test Day deemed not to have been used:	<p>If a Team or Group elects to cease Testing due to rain within two (2) hours of their first lap or before 1100, whichever comes first, they will be deemed not to have used one of their Test Days:</p> <ul style="list-style-type: none"> • Approval of the Supercar Official in attendance at the Test Day is required. • Approval is at the sole discretion of the Supercars Official in attendance. • May only be applied once per year. <p>This provision does not apply to any compulsory Supercars Test days</p>

1.3.3 Dunlop Super2 Series Test Days

Applies Only To:	Dunlop Super2 Series Teams
Maximum Number of Test Days permitted annually for a Dunlop Super2 Series Team that has paid an Entry Registration Fee in full:	Six (6)
Maximum Number of Test Days permitted annually for a Dunlop Super2 Series Team that enters on a Round by Round basis:	One (1) for each Round entered, up to a maximum of six (6).
Number of Cars permitted to be driven at a Dunlop Super2 Series Test Day:	One (1) Car for each Dunlop Super2 Series Entry Registration.
Who is permitted to drive the Car:	Primary Driver – Dunlop Super2 Series from the nominated Team;
	Upon prior approval of the GMM, one (1) Primary Driver from the nominated Team may complete a maximum of 10 laps, including in and out laps, in the Car;
	Upon prior approval of the GMM, one (1) Primary Driver or one (1) Primary Driver- Dunlop Series is permitted to drive a Car outside of their nominated Team for a maximum of 10 laps, including in and out laps;
	Upon prior approval of the GMM, any Driver who holds a Motorsport Australia /ASN Competition Licence may complete a maximum of 10 laps, including in and out laps.
Part of a Test Day used:	If a Team utilises only part of a Test Day, the Team will be deemed to have used a full Test Day
Testing ceased due to rain – Test Day deemed not to have been used:	<p>If a Team elects to cease Testing due to rain within 2 hours of their first lap or before 1100 (whichever comes first) they will be deemed not to have used one of their Test Days:</p> <ul style="list-style-type: none"> • Approval of the Supercar Official in attendance at the Test Day is required. • Approval is at the sole discretion of the Supercars Official in attendance. • May only be applied once per year. • Is not applicable for any compulsory Supercars Test days.
Registered Super3 Cars	Approval via application to Supercars through an existing Dunlop Series Competitor.

1.3.4 Dunlop Super3 Series Test Days

Applies Only To:	Dunlop Super3 Series Teams
Maximum Number of Test Days permitted annually for a Dunlop Super3 Series Team that has paid an Entry Registration Fee in full:	Unlimited
Maximum Number of Test Days permitted annually for a Dunlop Super3 Series Team that enters on a Round by Round basis:	One (1) for each Round entered, up to a maximum of six (6).
Number of Cars permitted to be driven at a Dunlop Super3 Series Test Day:	One (1) Car for each Dunlop Super3 Series Entry Registration.
Who is permitted to drive the Car:	Primary Driver – Dunlop Super3 Series from the nominated Team;
	Upon prior approval of the GMM, one (1) Primary Driver from the nominated Team may complete a maximum of 5 laps, including in and out laps, in the Car;
	Upon prior approval of the GMM, one (1) Primary Driver or one (1) Primary Driver- Dunlop Series is permitted to drive a Car outside of their nominated Team for a maximum of 5 laps, including in and out laps;
	Upon prior approval of the GMM, any Driver who holds a Motorsport Australia /ASN Competition Licence may complete a maximum of 5 laps, including in and out laps.

1.3.5 Dunlop Series Special Purpose Testing

Applies Only To:		VCS and Dunlop Series Teams
Special Purpose	To permit Testing of a prospective Dunlop Series Driver who does not comply with Rule A5.2.2; however, complies with Rule A5.2.4.	
Who can apply for a Test Day	A Dunlop Series Team that has paid the Entry Registration Fee in full.	
	VCS Team	
Maximum Number of Test Days permitted annually	Unlimited	
Number of Cars permitted to be driven:	One (1) Car for each Dunlop Series Entry Registration or TRC.	
Who is permitted to drive the Car:	Upon prior approval of the GMM any Driver who holds a Motorsport Australia /ASN Competition Licence in accordance with Rule A5.2.3 and who meets the criterium of the Special Purpose Rule A5.2.4.	
	Upon prior approval of the GMM, one (1) Primary Driver from the nominated Team may complete a maximum of 5 laps, including in and out laps, in the Car;	
	Upon prior approval of the GMM, one (1) Primary Driver or one (1) Primary Driver- Dunlop Series is permitted to drive a Car outside of their nominated Team for a maximum of 5 laps, including in and out laps;	
	Upon prior approval of the GMM, any Driver who holds a Motorsport Australia /ASN Competition Licence may complete a maximum of 5 laps, including in and out laps.	

1.3.6 Rookie Test Days

Applies To:	VCS Team or Group and Dunlop Series Team
Sole Purpose:	Testing for a Rookie Driver, Rookie Driver (second year), Rookie Driver-DS2 or Rookie Driver – DS3.
Maximum number of Rookie Test Days permitted annually:	Three (3)
Number of Cars permitted to be driven at a Rookie Test Day for each Team or Group:	One (1) Car per Rookie Driver, Rookie Driver (second year) / Rookie Driver - DS2/ Rookie Driver – DS3.
Who is permitted to drive the Car:	Rookie Driver / Rookie Driver (second year) / Rookie Driver - DS2 / Rookie Driver – DS3 from the nominated Team or Group;
	Upon prior approval of the GMM, one (1) Primary Driver or one (1) Primary Driver – Dunlop Series can drive any Car from the nominated Team or Group for no more than 10 laps, including in and out laps.;
	Upon prior approval of the GMM: Primary Drivers and/or Primary Drivers – Dunlop Series can drive any Car outside the nominated Team or Group for no more than 10 laps, including in and out laps.
	Upon prior approval of the GMM, any Driver who holds a Motorsport Australia / ASN Competition Licence may complete a maximum of 10 laps, including in and out laps.
Exceptional Circumstances permitted	Supercars may permit a Driver that hasn't Competed for the previous three (3) years, a maximum of three (3) additional Test Days.
Sharing test Track days:	Subject to compliance with Rule D1 , and any specific Test Track regulations and restrictions, Teams or Groups must make every reasonable effort to share their Test Day.
Rookie Test Day ceased due to rain – Test Day deemed not to have been used:	<p>If a Team or Group elects to cease Testing due to rain within two (2) hours of their first lap or before 1100hrs, whichever comes first, they will be deemed not to have used one of their Test Days:</p> <ul style="list-style-type: none"> • Approval of the Supercar Official in attendance at the Test Day is required. • Approval is at the sole discretion of the Supercars Official in attendance. • May only be applied once per year

D1.4 General Prescriptions - Non-Testing Track Activities

1.4.1 Non-Testing Track Activities – Driver Evaluation, Demonstration, New Car Shakedown, Other Activities

Applies To:	VCS Team or Group and Dunlop Series Team
Notification to Supercars of a Team or Group’s intention to use a Track:	Required a minimum of five (5) working days prior to the Non-Testing Track activity via the Supercars portal.
Is Supercars written permission required:	Yes
Track permitted to be used for a Non-Testing Track activity:	The Team’s nominated Test Track. *With exception to ‘Other activities and New Car Shakedown,’ upon prior approval.
Restricted dates:	Prior to: 29 January 2024
	After: 6 December 2024
Permitted Test hours in local time:	Start: 0830
	Finish: 1700
Cost of Supercars Attendance:	The Team or Group must accept that Supercars may charge the Team or Group for the costs of the attendance of the appointed Supercars Official.
Sharing test Track days:	Subject to compliance with Rule D1 , and any specific Test Track regulations and restrictions, Teams or Groups must make every reasonable effort to share their Test Day.

D1.5 Specific Prescriptions - Non-Testing Track Activities

1.5.1 Driver Evaluation Day

Applies To:	VCS Team or Group
Sole Purpose:	<p>The evaluation of Drivers who:</p> <ul style="list-style-type: none"> are not currently a Primary Driver for any VCS Team; or have not been nominated as the Primary Driver by a Team in the previous three (3) Seasons; or have not Competed in five (5) or more VCS Events in the previous Season.
Applies to:	Dunlop Series Team
Sole Purpose:	<p>The evaluation of Drivers who:</p> <ul style="list-style-type: none"> have not been nominated as the Primary Driver – Dunlop Series by any Team in the previous two (2) Season's; or have not Competed in five (5) or more VCS Events in the previous Season.
Applies to:	VCS Teams or Groups and Dunlop Series Teams
Maximum number of Evaluation Days permitted annually:	One (1)
Number of Cars permitted to be driven at an Evaluation Day:	One (1) prior to the first Endurance Event of the year. Post Endurance Events at the discretion of the GMM.
Who is permitted to drive the Car:	<p>Any Driver being evaluated who holds a Motorsport Australia / or any FIA affiliated ASN issued Driver Competition Licence;</p> <p>Upon prior approval of the GMM, one (1) Primary Driver or one (1) additional Driver or one (1) Primary Driver – Dunlop Series from the nominated Team or Group may complete a maximum of ten (10) laps, including in and out laps, in the Car;</p> <p>Upon prior approval of the GMM: Primary Drivers and/or Primary Drivers – Dunlop Series can drive any Car outside their nominated Team or Group for no more than ten (10) laps, including in and out laps.</p>
Restrictions Prior to completion of the Endurance Events	A Driver who drives a Car at an Evaluation Day will not be permitted to be an additional-Driver in any Car at any Endurance Event in the same Season. Save for any Driver that has not competed in an Endurance Event for the previous three (3) years.
Permitted actions during the Driver Evaluation Day:	<p>Adjust or fine tune the Car for racing</p> <p>Record and download electronic data</p>

1.5.2 Demonstration Day

Applies To:	VCS Teams or Groups and Dunlop Series Teams
Purpose:	<ul style="list-style-type: none"> A Demonstration Day is any activity related to demonstrating the performance of a Car for the express purpose of selling that Car wherein the potential purchaser is permitted to drive the Car. A Demonstration Day will be run under permission from Supercars in accordance with the Rules.
Maximum number of Demonstration Days permitted annually:	Not limited
Number of Cars permitted to be driven at a Demonstration Day:	One (1)
Who is permitted to drive the Car:	<p>Any Potential purchaser of the Car who holds a Motorsport Australia / or any FIA affiliated ASN issued Driver Competition Licence may complete a maximum of ten (10) laps, including in and out laps, in the Car;</p> <p>Upon prior approval of the GMM, one (1) Primary Driver or one (1) additional Driver or one (1) Primary Driver – Dunlop Series from the nominated Team or Group may complete a maximum of ten (10) laps, including in and out laps, in the Car;</p> <p>Upon prior approval of the GMM: one (1) Primary Driver and/or one (1) Primary Driver – Dunlop Series can drive any Car outside their nominated Team or Group for no more than ten (10) laps, including in and out laps.</p>
Cost of Supercars Attendance:	The Team or Group must accept that Supercars may charge the Team or Group for the costs of the attendance of the appointed Supercars Official.
Pre-demonstration Inspection:	On the day arranged, at the Circuit, the appointed Supercars Official must carry out an inspection of the Car to be used before the Car is permitted on the Race Track.
Supervised Adjustments of the Car:	Should some safety related item on a Car require adjustment, this may be permitted only under the supervision of the appointed Supercars Official present at the Circuit.
Non-permitted actions during the Demonstration Day:	<p>Adjust or fine tune the Car.</p> <p>Recording and/or downloading of electronic data.</p>

1.5.3 New Car Shakedown

Applies Only To:		VCS Teams
Purpose:	Supercars may permit a Team or Group, a “New Car Shakedown” Day for the sole purpose of shaking down a new Car that has not been previously used for any on track activity.	
Maximum number of New Car Shakedown Days permitted annually:	One (1) for each new Car	
Maximum Distance Car can be driven	Each New Car Shakedown is only permitted to complete a maximum of sixty (60) kilometres in the Car	
Exceeding the maximum permitted distance driven	If the additional New Car Shakedown is conducted at the Teams’ Test Track, and the Team elects to continue after the completion of sixty (60) kilometres, the New Car Shakedown will be counted as a Test Day.	
Permitted Circuit	May be conducted at any Circuit in the same State or Territory of the Team, subject to the approval of Supercars.	
	It is the preference of Supercars that such shakedown is conducted at a Motorsport Australia approved venue.	
Who is permitted to drive the Car:	Any Driver who holds a Motorsport Australia / or any FIA affiliated ASN issued Driver Competition Licence.	
Cost of Supercars Attendance	The Team or Group must accept that Supercars may charge the Team or Group for the costs of the attendance of the appointed Supercars Official.	
Permitted actions during the New Car Shakedown:	Adjust or fine tune the Car.	
	Recording and/or downloading of electronic data.	

1.5.4 Other activities

Applies To:	VCS Teams or Groups and Dunlop Series Teams
Purpose:	Other Activities include but not limited to: <ul style="list-style-type: none"> - Filming - Sponsor engagement - Television advertisements
Maximum number of Demonstration Days permitted annually:	Not limited
Number of Cars permitted to be driven at a Demonstration Day:	One (1) per TRC.
Who is permitted to drive the Car:	<p>Any person who holds a Motorsport Australia / or any FIA affiliated ASN issued Driver Competition Licence may complete a maximum of ten (10) laps, including in and out laps, in the Car;</p> <p>Upon prior approval of the GMM, one (1) Primary Driver or one (1) additional Driver or one (1) Primary Driver – Dunlop Series from the nominated Team or Group may complete a maximum of ten (10) laps, including in and out laps, in the Car;</p> <p>Upon prior approval of the GMM: one (1) Primary Driver and/or one (1) Primary Driver – Dunlop Series can drive any Car outside their nominated Team or Group for no more than ten (10) laps, including in and out laps.</p>
Pre-demonstration Inspection:	On the day arranged, at the Circuit, the appointed Supercars Official must carry out an inspection of the Car to be used before the Car is permitted on the Race Track.
Supervised Adjustments of the Car:	Should some safety related item on a Car require adjustment, this may be permitted only under the supervision of the appointed Supercars Official present at the Circuit.
Non-permitted actions during the Demonstration Day:	Adjust or fine tune the Car. Recording and/or downloading of electronic data.

D2. PIT LANE ORDER

D2.1 VCS Pit Lane Order

2.1.1 Pit Lane allocation at Event 1:

- 2.1.1.1 The Pit Lane order will be allocated by Supercars based on the final classification of the previous year's final Teams Championship order.
- 2.1.1.2 Allocation of the Pit Lane order of Teams will commence from the Pit Exit. The Champion Team from the previous year will occupy Pit Garage 1 and Pit Bay 1. The Team with the second highest Team points will occupy Pit Garage 2 and Pit Bay 2, and so on.
- 2.1.1.3 The order for any of the following combination of Teams will be determined by the highest points scored by any of the Teams in the previous year's final Teams Championship order irrespective of the combination occurring either by nomination of a Team or Supercars:
 - a) Two single Car Teams paired.
 - b) A third Car of a three Car Team paired with a single Car Team.
 - i. The order of all four (4) Cars will be determined by the highest points scored by any of the Teams in the previous year's final Teams Championship order.
 - c) A third Car of a three (3) Car Team paired with a third Car from another three Car Team.
 - d) A four (4) Car Team.
 - e) Teams grouped together in accordance with Schedule A6.

2.1.2 Pit Lane allocation at Event 2 and for all subsequent Events during the Season:

- 2.1.2.1 The Pit Lane order will be allocated by Supercars based on the final classification of the official Team Points report of the previous Event to calculate the Pit Lane order at the next Event.
- 2.1.2.2 Allocation of the Pit Lane order of Teams will commence from the Pit Exit. The Team from the previous Event with the highest Team points accrued will occupy Pit Garage 1 and Pit Bay 1. The Team with the second highest Team points from the previous Event will occupy Pit Garage 2 and Pit Bay 2 and so on.
- 2.1.2.3 The order for any of the following combination of Teams will be determined by the highest points scored irrespective of the combination occurring either by nomination of a Team or Supercars:
 - a) Two single Car Teams paired.
 - b) A third Car of a three Car Team paired with a single Car Team.
 - ii. The order of all four (4) Cars will be determined by the highest points scored by any of the Teams in the previous year's final Teams Championship order.
 - c) A third Car of a three (3) Car Team paired with a third Car from another three Car Team.
 - d) A four (4) Car Team.
 - e) Teams grouped together in accordance with Schedule A6.
- 2.1.2.4 The Pit Lane allocation will be determined by the order of Events and format of Events as published in Schedule A1 and Schedule A2 of the Supercars Operations Manual and is subject to change by Supercars.

- 2.1.2.5 In the event of two (2) or more Teams being tied on points, the allocation of Pit Lane order of Teams will be determined by [Rule D14.3.6.1](#) and [Rule D14.3.6.2](#).
- 2.1.3 Supercars may make minor changes to this order from Circuit to Circuit to allow for garage walls, to maximise spacing between Team Pit booms and to meet State Government WHS requirements. These changes would be specified in the Supplementary Regulations.
- 2.1.4 In the case of a Team that has been the subject of a sale or sub-licence of a TRC, that Team's replacement will assume the position that would have been occupied by the original Team.

D2.2 Dunlop Series Pit Lane Order

- 2.2.1 The Pit Lane order will be allocated by Supercars and is not subject to protest.

D3. SAFETY

D3.1 Use of the Circuit

- 3.1.1 Save for scheduled activities and unless approved by the MOM, the use of a motorised vehicle (e.g. electric, petrol, diesel) is prohibited on the Circuit during the Event period as detailed in the Supplementary Regulations of each Event.
- 3.1.2 At all times when Cars are on the Circuit, no person is allowed on the Circuit or marshal zone or across any fence or barrier leading to or near the first or second line of protection, with the exception of:
 - 3.1.2.1 Officials and other authorised personnel in the execution of their duty; and
 - 3.1.2.2 Drivers when driving or under the direction of the Officials; and
 - 3.1.2.3 Team members and other authorised personnel during the start procedure.
- 3.1.3 At the end of each Session, no Driver may cross the Control Line more than once.

D3.2 Lights

- 3.2.1 A Car's rain light must be illuminated at all times when it is running on wet weather Control Tyres.
 - 3.2.1.1 Save for when the rain light is in Pit limiter flash mode or if instructed to be illuminated by the RD, it is not permitted to be illuminated at any other time.
 - 3.2.1.2 The RD, with the agreement of the GMM and/or the DSA, has the discretion to decide if a Car should be stopped because the rain light is not working.
 - a) Should a Car be stopped this way, it may re-join when the rain light has been repaired or otherwise at the discretion of the GMM.
 - b) No Protest lies against the decision of the RD or the GMM.
- 3.2.2 The LED Numerical Display must be as specified and installed in accordance with the relevant VSD.
- 3.2.3 The Dunlop Series:
 - 3.2.3.1 For DS2 Cars the orange ID light must be illuminated at all times the Car is on the Circuit.
 - 3.2.3.2 The green ID light is reserved for Supercars use.

D3.3 Pit Discipline

- 3.3.1 The discipline and the safety conditions in the Pit Garages, Pit Lane and on the Race Track apply equally for any Session.
- 3.3.2 Team members are not permitted to assist the forward motion of a Car at the completion of any Pit Stop.
- 3.3.3 Team members are not permitted to enter or cross the fast lane when pushing and/or pulling a Car from its Pit Bay during a Session.
- 3.3.4 Team members are not permitted to cross the fast lane between the time that the Pit Exit opens at the start of the reconnaissance lap until the last Car as advised over RMC has passed that Team's Pit Bay.
- 3.3.5 It is forbidden to climb on Pit wall and/or Pit wall debris fences at any time during a Session or immediately following a Session.
- 3.3.6 The following will apply for Dunlop Series Sessions:
 - 3.3.6.1 No Car can be pushed back out of their Pit Bay unless the fast lane is clear.

D3.4 Driver Health and Welfare Policy

- 3.4.1 VCS Drivers must wear a helmet which can accept a forced air ventilation system.
- 3.4.2 The Driver's forced air ventilation system must be operational and filtered through a carbon monoxide filter.
- 3.4.3 The carbon monoxide filter must be fitted so that it can be visually confirmed that it is in place without requiring the disassembly of the helmet ventilation system.
- 3.4.4 If the predicted maximum ambient temperature of the day as advised by the Bureau of Meteorology ((www.bom.gov.au) including its international affiliates) at 0800 hours is forecast to be above 32.9°C for the nearest Town or City to the Circuit (as nominated in the Supplementary Regulations for the Event), each Car must have a Driver cooling system fitted and operational for all Sessions, excluding Event Rides, on that day.
 - 3.4.4.1 The Driver's cooling system must be able to reduce the Driver's body core temperature using one or more of the methods listed below:
 - a) supply a constant stream of air to the Driver's seat at a temperature lower than the ambient air surrounding the outside of the Car;
 - b) Supplying a constant stream of air to the Driver's helmet at a temperature lower than the ambient air surrounding the outside of the Car;
 - c) Supply a flow of water to the Driver's coolsuit vest at a temperature lower than ambient air surrounding the outside of the Car.

D3.5 Prohibited Substances

- 3.5.1 It is not permitted to use dry ice other than in Driver cooling systems at any time during an Event.

D3.6 Cockpit Exit Time

- 3.6.1 The Driver seated in a normal position at the wheel, wearing his complete racing equipment and with his safety belts fastened, must be able to exit the cockpit in 7 seconds through the driver's side door and in 12 seconds through the opposite door.

D3.7 Driver Warning System

- 3.7.1 Each Car must be able to communicate with the race management software used by the RD.
- 3.7.2 Each Car must relay signals received from the RD via the race management software to the Driver.
 - 3.7.2.1 The signals received through the race management software are advisory unless stated otherwise in the Supplementary Regulations or Driver Briefing instructions.
 - 3.7.2.2 The signals must be relayed to the Driver using the display or shift light module as specified and in accordance with the GSD.

D4. BRIEFINGS

D4.1 Competitor Authorised Representatives Briefings

- 4.1.1 The RD and a nominee of Supercars will conduct a compulsory briefing for Competitor's Authorised Representatives at a time and place that will be advised in the Supplementary Regulations.
- 4.1.1.1 In exceptional circumstances, this Briefing will take place via a video conference.
- 4.1.2 One (1) only of the following representatives from each Competitor is permitted to attend the Competitor's Authorised Representatives Briefing:
- 4.1.2.1 The Authorised Representative; or
- 4.1.2.2 The Assistant Authorised Representative.
- 4.1.3 An attendance sheet, which includes the Declaration of Conformity, must be signed by the Representative as outlined in Rule D4.1.2 to verify attendance.
- 4.1.4 A Competitor's Authorised Representative as outlined in Rule D4.1.2 who does not attend at the prescribed time and for the duration of the Briefing will:
- 4.1.4.1 Be referred to the Stewards; and
- 4.1.4.2 Be required to attend a Briefing at a time and place advised by the RD.

D4.2 Competitor's and Driver's Briefings

- 4.2.1 The RD will conduct a compulsory briefing for Competitor's and Driver's at a time and place that will be advised in the Supplementary Regulations.
- 4.2.1.1 In exceptional circumstances, this Briefing will take place via a video conference.
- 4.2.2 In addition to each Driver/s Competing at the Event, only one (1) of the following people are permitted to attend the Competitor's and Driver's Briefing:
- 4.2.2.1 The Authorised Representative; or
- 4.2.2.2 The Assistant Authorised Representative.
- 4.2.3 An attendance sheet must be signed by each attendee as outlined in Rule D4.2.2 to verify attendance.
- 4.2.4 Representative's or Drivers as outlined in Rule D4.2.2 who do not attend at the prescribed time and for the duration of the Briefing will:
- 4.2.4.1 Be referred to the Stewards; and
- 4.2.4.2 Be required to attend a Briefing at a time and place advised by the RD.
- 4.2.5 Upon the approval of the RD, the Competitor's and Driver's Briefing will be combined with the Competitor's Authorised Representatives Briefing.
- 4.2.5.1 This will be confirmed in the Supplementary Regulations; and
- 4.2.5.2 Rules D4.1.2 through to D4.1.4 and Rules D4.2.2 through to D4.2.4 will apply.

D5. PRACTICE

D5.1 General Prescriptions

- 5.1.1 Unless otherwise stated in Supplementary Regulations and in accordance with the durations detailed in Schedule A2 for the VCS and Schedule A4 for the Dunlop Series the following will apply for practice:
- 5.1.1.1 Each Driver and Car that are properly entered and that have passed scrutineering will be permitted to practice at an Event.
 - 5.1.1.2 The RD has the right to stop any practice Session as often and for as long as may be necessary to clear and/or repair the Race Track.
 - a) No Protest lies against the possible effects that such interruption/s may have on the qualification of Drivers and Cars for the Event.
 - 5.1.1.3 Unless otherwise specified in Supplementary Regulations or a Bulletin, all VCS practice Sessions may be extended by up to ten (10) minutes, or as determined by the Stewards.
 - 5.1.1.4 All Dunlop Series practice Sessions will be time certain and will not be extended save for extreme circumstances as determined by the Stewards.
- 5.1.2 All laps of practice will be timed.
- 5.1.3 All VCS Cars that are in Pit Lane at the start of practice must be in their Pit Bays at an angle of 45 degrees with the front of the Car pointing toward Pit Exit.
- 5.1.4 Cars must exit Pit Lane in Pit Garage order unless a Car is unable to leave its Pit Bay or is waiting until all the other Cars have exited. In this case the Car controller must notify the next Car that they are not moving and that the next Car should proceed.
- 5.1.5 During all practice Sessions, Cars that are parked in Pit Lane must be in their Pit Bay at an angle of approximately 45 degrees with the front of the Car pointing towards its Pit Garage.
- 5.1.6 Fuel may only be added to or removed from the Car during practice Sessions with a scheduled duration longer than 45 minutes, unless with prior approval of the GMM.
- 5.1.7 Refuelling must be carried out in accordance with the Rules.

D5.2 Specific Prescriptions - Practice at Sprint Events

- 5.2.1 Additional Drivers will be permitted to take part in VCS practice at Sprint Events, including having the right to drive several Cars, provided that:
- 5.2.1.1 The Cars are entered by the same Competitor; and
 - 5.2.1.2 The Driver has signed the Entry Registration Form for any such Car; and
 - 5.2.1.3 All additional Drivers are nominated prior to the Event on the prescribed Form.

D5.3 Specific Prescriptions - Practice at Endurance Events

- 5.3.1 A Driver has the right to drive several Cars entered in the Event in practice Sessions, provided that:
- 5.3.1.1 The Cars are entered by the same Competitor; and
 - 5.3.1.2 The Driver has signed the Entry Registration Form for any such Car.

D5.4 Specific Prescriptions – Dunlop Series Practice

5.4.1 The Dunlop Series Competitor who achieved the fastest lap time as displayed on the timing screen at the conclusion of each practice Session must provide the data and onboard video footage from the fastest lap of that Session to the CTM on the supplied USB device within 30 minutes of the conclusion of the session. The CTM will distribute the data to all Dunlop Series Competitors within 60 minutes of the practice Session concluding.

5.4.1.1 The data provided must be as logged, must not be manipulated, and must represent the true value of the parameter being measured.

5.4.1.2 At a minimum, the data must include the following:

Channel	Source	Rate*	Precision*
Beacon	CAN1 – BR2	1 Hz	0 dp
Engine Speed	CAN1 – M1_Supercars_0x640	50 Hz	0 dp
Front Brake Pressure	CAN1 - M1_Supercars_0x650	50 Hz	0 dp
Rear Brake Pressure	CAN1 - M1_Supercars_0x650	50 Hz	0 dp
Front Left Wheel Speed	CAN1 – M1_Supercars_0x640	50 Hz	1 dp
Front Right Wheel Speed	CAN1 – M1_Supercars_0x640	50 Hz	1 dp
Steering Position	CAN1 - M1_Supercars_0x650	20 Hz	1 dp
Throttle Position	CAN1 – M1_Supercars_0x640	50 Hz	1 dp

*Prescribed rates and precisions are minimums

D6. QUALIFYING

D6.1 General Prescriptions

- 6.1.1 Any Driver whose best time achieved in a qualifying Session exceeds the specified qualifying time cut-off detailed in Schedule A1 or A3 will not be permitted to further Compete at the Event, save for exceptional circumstances accepted by the Stewards.
- 6.1.2 Any such exceptional circumstances accepted by the Stewards must not operate so as to displace any Driver who has met the qualifying criteria.
- 6.1.2.1 Should more than one (1) Driver be accepted in this manner, the Stewards will determine their order on the grid.
- 6.1.3 The RD has the right to stop any qualifying Session as often and for as long as may be necessary to clear and/or repair the Race Track.
- 6.1.3.1 Any time so lost may be made up where circumstances permit.
- 6.1.3.2 No Protest lies against the possible effects that such interruption/s may have on the qualification of Drivers and Cars for the Event.
- a) The total scheduled time allocated to VCS qualifying, not including the Top Ten Shootout, including where multiple Sessions occur in a single day, may be extended by a maximum of 15 minutes per day unless, in extreme circumstances as determined by the Stewards in which case, each individual Session may be further extended.
- b) When DS2/DS3 qualifying is split into two (2) groups, each groups' Session may be extended by a maximum of 5 minutes unless in extreme circumstances as determined by the Stewards, in which case each groups' Session may be further extended.
- c) When DS2/DS3 qualifying is not split into two (2) groups, the maximum time extension permitted will be ten (10) minutes, unless in extreme circumstances as determined by the Stewards, the Session may be further extended.
- 6.1.4 All laps of qualifying Sessions will be timed.
- 6.1.5 During the course of any qualifying Session, once a Car has entered Pit Lane, the Car must remain in Pit Lane whilst not on the Race Track.
- 6.1.5.1 Unless otherwise approved by the GMM, a Car is not permitted to be removed from Pit Lane until the qualifying Session has ended and the Car has been released from Parc Fermé conditions.
- 6.1.5.2 Any Car that does not comply will be disqualified from such Session.
- 6.1.6 If, due to exceptional circumstances a qualifying Session cannot be completed, the Stewards may allocate grid positions according to practice Session times or by other criteria.
- 6.1.7 Should a car and/or driver fail to meet the qualifying criteria, the Competitor may submit the form as contained in Division F. to the Stewards requesting permission to start.
- 6.1.8 In exceptional circumstances, and subject to the approval of the Stewards, Supercars has the sole discretion:
- 6.1.8.1 To allocate qualifying positions in a race to Drivers who have not qualified for that race; and
- 6.1.8.2 For compelling commercial considerations, to permit a Driver who may not otherwise have qualified to start in a race.

- 6.1.9 Should two (2) or more Drivers set identical times, priority will be given to the Driver who set the time first.
- 6.1.10 At all times during qualifying, Teams are only permitted to carry out work on their Car in their designated Pit Bay.
- 6.1.11 No Fuel, fluid or ballast of any kind may be added to or removed from a Car at any time during any qualifying Session until the Car is released from Parc Fermé conditions.
- 6.1.12 Any Driver or Car that causes a red flag during a qualifying Session will have their fastest lap at the time of the red flag deleted.

D6.2 Specific Prescriptions - VCS Qualifying

- 6.2.1 Unless otherwise advised in Supplementary Regulations, qualifying at each Event will be as detailed in Schedule A2.
- 6.2.2 **Format 1:** At each Event where Schedule A2. refers to qualifying format 1, qualifying will be conducted as follows:
 - 6.2.2.1 A single-timed Session where all Cars take part.
 - 6.2.2.2 When qualifying Sessions are scheduled consecutively in the Event Program, refuelling will not be permitted between these Sessions.
- 6.2.3 **Format 2:** At each Event where Schedule A2. refers to qualifying format 2, qualifying will be conducted as follows:
 - 6.2.3.1 This Session will commence as per the following:
 - a) Qualifying - Part 1 (Q1): During the first ten (10) minutes of the Session all Cars take part. At the end of Q1, the twenty (20) fastest Cars in order will be permitted to continue to Q2. The remaining Cars will not be permitted to take any further part in the Session. The lap times of the twenty (20) fastest Cars will then be deleted.
 - b) Qualifying - Part 2 (Q2): After a five (5) minute break the Session will resume for Ten (10) minutes and only the remaining Cars from Q1 will be permitted to take part. At the end of Q2, the ten (10) fastest Cars in order will be permitted to continue in the Session. The lap times achieved by the ten (10) fastest Cars will then be deleted.
 - c) Qualifying - Part 3 (Q3): After a five (5) minute break the Session will resume for Ten (10) minutes and only the top ten (10) Cars from Q2 will be permitted to take part.
 - 6.2.3.2 Teams are not permitted to refuel their Cars between qualifying part 1 and qualifying part 3.
- 6.2.4 When qualifying Sessions are conducted consecutively on the same day, [Rule D6.1.11](#) shall operate from the commencement of the first qualifying Session until the completion of the final qualifying Session including the Top Ten Shootout.
- 6.2.5 At an Endurance Event a Driver may qualify only one (1) Car and must set a time that qualifies that Driver in that Car.
 - 6.2.5.1 The Driver must be one of the Drivers that have been nominated to the Secretary of the Event to form the Car's final Driver pairing.

6.2.6 Start of Qualifying

- 6.2.6.1 A Car that is in Pit Lane at the start of a qualifying Session must be parked in its allocated Pit Bay at an angle of 45 degrees with the front of the Car pointing toward Pit Exit.
- 6.2.6.2 A Car is deemed to be in Pit Lane when the front axle centreline has passed over the Prescribed Line.
- 6.2.6.3 Car's must exit Pit Lane in Pit Garage order unless a Car is unable to leave its Pit Bay or is waiting until all the other Cars have exited. In this case the Car controller must notify the next Car that they are not moving and that the next Car should proceed.
- 6.2.6.4 A Car parked in Pit Lane with the front of the Car pointing toward Pit Exit must either exit the Pit Bay- or be turned so that it complies with Rule D6.2.7.1 before any Car re-enters Pit Lane.

6.2.7 During Qualifying

- 6.2.7.1 During qualifying, Cars that are parked in Pit Lane must be in their Pit Bay at an angle of approximately 45 degrees with the front of the Car pointing towards its Pit Garage.

6.2.8 End of Qualifying

- 6.2.8.1 Once released from Parc Fermé conditions at the completion of any qualifying Session, Cars must be removed from Pit Lane into the Pit Garage.

D6.3 Top Ten Shootout

- 6.3.1 Where specified in Schedule A2 or the Supplementary Regulations, a Top Ten Shootout will take place.
- 6.3.2 The Top Ten Shootout will be regarded as a qualifying Session for those Drivers who achieve the top 10 places in the classification of qualifying.
- 6.3.3 A Driver will be permitted to qualify only one (1) Car in the Top Ten Shootout, and that Car must be the Car that Driver will drive in the race.
- 6.3.4 All Car's participating in the Top Ten Shootout must be pushed out of their Pit Garage on the Control Tyres on which they must start the Session (subject to [Rule D6.3.6.5](#)) and parked in its Pit Bay at an angle of 45 degrees with the front of the Car pointing toward Pit Exit one (1) minute prior to the commencement of the Top Ten Shootout as detailed in the Event Program.
 - 6.3.4.1 All Cars must remain in this position except when either on the Race Track or entering or exiting its Pit Bay and until released from Parc Fermé or otherwise instructed by an Official.
- 6.3.5 Failure to comply with Rule D6.3.4 may result in the Car being disqualified from the Top Ten Shootout.
- 6.3.6 From one (1) minute prior to the commencement of the Top Ten Shootout as detailed in the Event Program, until the Car has been released from Parc Fermé by the GMM, no work is permitted to be undertaken on the Car, unless with the express permission of the GMM, except to:
 - 6.3.6.1 Adjust tyre pressures.
 - 6.3.6.2 Add dry ice to the Driver cooling system.
 - 6.3.6.3 Fit and remove windscreen shades.

- 6.3.6.4 Fit and remove radiator/ brake cooling fans.
- 6.3.6.5 Changing from dry Control Tyres to wet weather Control Tyres if the RD has declared the Session wet; and/or changing from wet weather Control Tyres to dry Control Tyres if the Session was declared wet by the Race Director prior to the commencement of the Session.
- 6.3.6.6 Fit and remove a jump battery.
- 6.3.7 Top Ten Shootout Procedure
 - 6.3.7.1 The starting order for the Top Ten Shootout will be from tenth fastest Car in qualifying to the fastest Car in qualifying.
 - 6.3.7.2 The Car nominated to start the Session must be at the Pit Exit at the scheduled start time of the Session. Any Competitor that fails to have their Car at the Pit Exit at the relevant time will not be permitted to take any further part in the Session.
 - 6.3.7.3 It is the responsibility of the Competitor to ensure their Car is at the Pit Exit prior to the preceding Car receiving the green flag to commence its timed lap.
 - a) Unless otherwise directed by the Race Director over RMC, the Competitor of each further Car competing in the Session is to ensure their Car is at the Pit Exit prior to the preceding Car receiving the green flag to commence its timed lap.
 - b) If the Race Director gives a contrary direction, it is the responsibility of the Competitor to ensure their Car is at the Pit Exit by the nominated time to commence its timed lap.
 - 6.3.7.4 The Car will be released from Pit Exit on one (1) warm-up lap.
 - 6.3.7.5 As the Car crosses the Control Line, the Driver will be shown a green flag which will signal the start of that Driver's timed lap.
 - 6.3.7.6 When the Car crosses the Control Line at the end of its timed lap, the Driver will be shown a chequered flag indicating the end of the timed lap.
 - a) The Driver must reduce speed and re-enter Pit Lane via the Pit Entry; and
 - b) During the "cool-down" lap, the Car must be driven at a reasonable speed; and
 - c) The Driver must not interfere with, baulk or cause obstruction to any other Car which may be on the Race Track at the same time.
- 6.3.8 In the case of identical times between two or more Drivers in a Top Ten Shootout, the grid order for such Drivers will be determined by the final classification of the prior qualifying Session.
- 6.3.9 In the case of a Car on its warm-up lap and should an incident not be cleared, the session will be red flagged and any Car on the track at this time, must return to pit lane. The procedure will be as follows:
 - 6.3.9.1 Red Flags displayed: ALL Cars are to return to pit lane.
 - a) Once a Car returns to its Pit Bay, the RD will announce a time (approximately 5 minutes) for the Car to be at Pit Exit ready to recommence the session.
 - b) Any Car already at Pit Exit awaiting its turn will be moved aside by Officials or the team if so authorised.
 - c) Any Car that caused the red flag will not be permitted to continue in the Session.

- 6.3.9.2 Any Car having returned to pit lane which has not completed a timed lap and not been the cause of the red flag. The Team will have the following option subject to the approval of the GMM:
 - a) Plug in a jump battery.
 - b) Adjust tyre pressures.
 - c) Change tyres.
 - d) Add fuel.
 - e) Other works as may be approved.
- 6.3.9.3 At the nominated time and provided the incident is cleared, any affected Car will be released from Pit Exit with the session recommencing.
- 6.3.9.4 Any actions taken under this procedure are not subject to protest.

D6.4 Specific Prescriptions – Dunlop Series Qualifying

- 6.4.1 Unless otherwise advised in the Supplementary Regulations or a Bulletin, at all Dunlop Series Rounds, qualifying will be as detailed in Schedule A4 and conducted as follows:
 - 6.4.1.1 A single timed Session where all Cars take part; or
 - 6.4.1.2 Two (2) timed Sessions – Group 1 (Session 1) and Group 2 (Session 2), unless the Stewards determine that, in exceptional circumstances qualifying should be combined (e.g., weather/track conditions).
 - a) Group participants will be determined from the combined results of practice 1 and practice 2.
 - b) Only the lower 50% will participate in the Group 1 session and only the upper 50% will participate in the Group 2 session.
 - c) Where the separation results in an odd number of Cars, the lesser number will comprise Group 1.
- 6.4.2 The Dunlop Series Competitor who achieved the fastest lap time as displayed on the timing screen at the conclusion of each Qualifying session must provide the data and onboard video footage from the fastest lap of that session to the CTM on the supplied USB device within thirty (30) minutes of the conclusion of the session. The CTM will distribute the data to all Dunlop Series Competitors within sixty (60) minutes of the practice Session concluding.
 - 6.4.2.1 The data provided must be as logged, must not be manipulated, and must represent the true value of the parameter being measured.
 - 6.4.2.2 At a minimum, the data must include the following:

Channel	Source	Rate*	Precision*
Beacon	CAN1 – BR2	1 Hz	0 dp
Engine Speed	CAN1 – M1_Supercars_0x640	50 Hz	0 dp
Front Brake Pressure	CAN1 - M1_Supercars_0x650	50 Hz	0 dp
Rear Brake Pressure	CAN1 - M1_Supercars_0x650	50 Hz	0 dp
Front Left Wheel Speed	CAN1 – M1_Supercars_0x640	50 Hz	1 dp
Front Right Wheel Speed	CAN1 – M1_Supercars_0x640	50 Hz	1 dp
Steering Position	CAN1 - M1_Supercars_0x650	20 Hz	1 dp
Throttle Position	CAN1 – M1_Supercars_0x640	50 Hz	1 dp

*Prescribed rates and precisions are minimums

D7. GRID DETERMINATION

D7.1 Publication of Qualifying Times

7.1.1 At the end of qualifying, the times achieved by each Driver will be officially published.

D7.2 Specific Prescriptions – Grid Positions

7.2.1 **Format 1:** Unless otherwise stipulated in Supplementary Regulations, the following will apply:

7.2.1.1 Grid positions will be determined by the final classification of qualifying from fastest Driver to slowest Driver.

a) At Endurance Events the Grid position of each Car in the race will be determined by the final classification of qualifying from fastest Car to slowest Car by one of the Drivers designated to form the Car's final Driver pairing.

b) At Endurance Events the Primary Driver must start the race.

7.2.2 **Format 2:** Unless otherwise stipulated in Supplementary Regulations, the following will apply:

7.2.2.1 Grid positions will be determined by the final classification of qualifying and as follows:

a) The top ten (10) grid positions will be occupied by the Cars, which Competed in Q3 with the fastest Car in 1st position.

b) The subsequent top ten (10) grid positions will be occupied by the Cars eliminated in Q2 as determined by the lap time achieved by each Car in Q2 from fastest to slowest.

c) The remaining grid positions will be occupied by the Cars eliminated in Q1 as determined by the lap time achieved by each Car from fastest to slowest.

7.2.3 Cars that are disqualified from the qualifying Session will start at the rear of the grid in order of the final combined classification of practice from fastest Driver to slowest Driver.

D7.3 Dunlop Series Rounds

7.3.1 **Format 1:** Unless otherwise stipulated in Supplementary Regulations, the following will apply:

7.3.1.1 Grid positions for each race will be determined by the final classification of qualifying for the race from fastest Driver to slowest Driver.

7.3.1.2 Cars that are disqualified from the qualifying session will start at the rear of the grid in order of the final combined classification of practice from fastest Driver to slowest Driver.

D8. STARTS, TIMING, DRIVERS

D8.1 General Prescriptions - Starts

- 8.1.1 Where applicable, practice starts will be detailed in the Event Program for each Event.
- 8.1.1.1 Any Car that takes the chequered flag on the Race Track, may then complete another lap and, instead of entering the Pit Lane, they can proceed to the grid, stop and then carry out a practice start.
- 8.1.1.2 For these Cars only, [Rule D3.1.3](#). will not apply.
- 8.1.1.3 Drivers carrying out a practice start may only do so in the order which they arrive to the grid and by pulling as far forward on the grid as possible.
- 8.1.1.4 If necessary, each Driver must wait for another Car ahead to carry out a start before moving to a grid position further forward.
- 8.1.1.5 Under no circumstances should a Driver make a practice start if another Car is still stationary in front of them.
- 8.1.1.6 If any Driver appears to be disregarding any of the above, the matter will be referred to the Stewards. After completing a practice start, a Car must return to Pit Lane.
- 8.1.2 During a Session, provided no Car that is following is unnecessarily delayed, practice starts are permitted in the fast lane at the Pit Exit end of Pit Lane providing the Car's front wheels only are across the derestriction line.
- 8.1.3 Race starts for each Competition will be Standing Starts unless:
- 8.1.3.1 Otherwise specified in the Supplementary Regulations; or
- 8.1.3.2 Ordered by the Stewards or RD; or
- 8.1.3.3 Exceptional circumstances prevail that necessitate the starting of a race behind the SC in accordance with [Rule D8.8](#).
- 8.1.4 The Specific Prescriptions of the start procedure to be followed at an Event will be advised in Supplementary Regulations or Bulletins.
- 8.1.5 For the entire period of time that a Car is on the grid it is not permitted to:
- 8.1.5.1 Connect wirelessly or by bluetooth or by cable or any other means, any computer or electronic device that is capable of downloading, uploading or adjusting any systems of and/or on the Car; and
- 8.1.5.2 Take any computer or electronic device onto the grid that is capable of:
- a) Being connected wirelessly or by bluetooth or by cable or any other means to the Car (excludes handheld tyre pressure monitoring devices); and/or
- b) adjusting any systems of and/or on the Car; and/or
- c) That is capable of downloading, uploading or adjusting any systems of and/or on the Car, other than those computers that are an integral part of the Car.
- 8.1.5.3 Adjust tyre pressures of the tyres that are fitted to the Car.
- a) Physically connect a pressure gauge to a wheel/ tyre.
- 8.1.5.4 Sweep, clean, clear, broom, brush, scrub a grid position without the prior permission of the GMM.
- 8.1.6 Teams are not permitted to remove wheels/tyres on the grid at any time unless:
- 8.1.6.1 changing from dry Control Tyres to wet weather Control Tyres; and/or
- 8.1.6.2 changing from wet weather Control Tyres to dry Control Tyres; and/or

- 8.1.6.3 Prior permission to remove the wheel/tyre is granted by the GMM for the VCS and by the CTM for the Dunlop Series; and/or
- 8.1.6.4 A puncture is discovered in a Control Tyre. Any Control Tyre that is replaced as a result of a puncture will be rendered unusable and will be confiscated by:
 - a) In the case of the VCS, the GMM; and
 - b) In the case of Dunlop Series, the CTM.
- 8.1.7 Team trolleys are required to be positioned directly behind the rear of the Car and perpendicular to the track direction.
- 8.1.8 It is not permitted to use any device to artificially vary the temperature of any part of the Car, with the exception of Driver cooling.
- 8.1.9 Grid Positioning
 - 8.1.9.1 In the case of a Standing Start, a Car will be placed on the grid position allotted to them on the official grid sheet.
 - 8.1.9.2 Spaces which have been left by any Car which does not take the grid for any race will not be filled by advancing other starters.
 - 8.1.9.3 Subject to Rule D8, a Driver starting in a Car in which the Driver has not qualified for that race will start from the rear of the grid.
- 8.1.10 Positioning of Car
 - 8.1.10.1 A Car must be placed on its grid position:
 - a) With the contact patch of the front Control Tyres on or behind the grid line, and
 - b) Correctly aligned laterally in the grid box.
 - c) One Team member per Car is permitted to remain on the Pit wall to provide directions to the Driver until they come under starter's orders.
 - 8.1.10.2 A Car must be stationary in its position and correctly aligned at the time of the starting signal; otherwise, a false start will have occurred.
- 8.1.11 Starter's Orders
 - 8.1.11.1 Drivers and Cars are under starters orders when five seconds is indicated.
 - 8.1.11.2 At this time all Cars that took their correct place on the grid prior to the start of the formation lap, or are, at or approaching the Pit Exit, are deemed to have come under starter's orders.
 - 8.1.11.3 Any Driver not coming under starter's orders with the Car in time will be deemed to be a non-starter in the race.
- 8.1.12 Penalties for a false start
 - 8.1.12.1 The Penalty for a false start for VCS will be:
 - a) A five (5) second Time Penalty served at the completion of the first Pit Stop; or
 - b) Such other Penalty as may be determined by the Stewards.
 - 8.1.12.2 The Penalty for a false start for Dunlop Series will be:
 - a) A five (5) second Time Penalty; or
 - b) Such other Penalty as may be determined by the Stewards.
 - 8.1.12.3 The Penalties detailed in Rule D8.1.12 may not be served during a Pit Stop during a SC period.
- 8.1.13 Starting from Pit Lane

- 8.1.13.1 Any Car in Pit Lane, subject to coming under Starters Orders, may start the race from the Pit Exit but only on the direction of an Official.
- 8.1.13.2 If more than one (1) Car is affected in this way, they will line up at Pit Exit in the order that they arrived.
- 8.1.13.3 It is not permitted to stop at Pit Exit at any time while Pit Exit is open.
- 8.1.13.4 Any Car, not having come under starter's orders, will be deemed to be a non-starter and will receive a black flag and disqualified from the race.

D8.2 Timing Commencement

- 8.2.1 In the case of a Standing Start and Rolling Start, the timing will commence;
 - 8.2.1.1 When the automatic timing apparatus is triggered, and
 - 8.2.1.2 In the event that the automatic timing apparatus is not operable, at the signal for the start of a race.
- 8.2.2 In the case of a start behind the SC, the timing will commence at the signal for the start of the race.
- 8.2.3 The completion of the first and subsequent laps will be timed when the Car crosses the Control Line, unless the Supplementary Regulations otherwise provide.
- 8.2.4 The timing of a Car crossing a Control Line will be taken at the moment when the automatic timing apparatus is triggered or, in the event that the automatic timing apparatus is not operable, at the moment where the foremost portion of the Car passes over the Control Line.

D8.3 Specific Prescriptions - 30 minute Start Procedure

- 8.3.1 Thirty minutes
 - 8.3.1.1 When 30 minutes remain before the formation lap, a warning will be sounded.
 - 8.3.1.2 A Car must be in its Pit Bay at an angle of 45 degrees with the front of the Car pointing toward Pit Exit.
 - 8.3.1.3 All Cars are required to have the electrical system powered on when they are on the pit apron from five (5) minutes prior to Pit Exit opening, until the Car has stopped at its allocated grid position.
 - a) The electrical system is required to be re-powered on and remain on from the Pit Exit close signal.
- 8.3.2 Twenty-Five minutes
 - 8.3.2.1 When twenty-five (25) minutes remain before the formation lap, a warning will be sounded.
 - 8.3.2.2 Pit Exit will open and the Car will leave its Pit Bay for one (1) reconnaissance lap.
 - a) Each Car must exit Pit Lane in Pit Garage order unless a Car is unable to leave its Pit Bay or is waiting until all the other Cars have exited. In this case the Car controller must notify the next Car that they are not moving and that the next Car may proceed.
 - b) Any such Car will be required to remain in its Pit Bay until the last Car in Pit Garage order has entered the fast lane and passed it.
 - 8.3.2.3 At the end of the reconnaissance lap and when approaching the grid, each Car must keep its engine running until it has stopped at its allocated grid position.

- 8.3.2.4 Team members may then approach the Car.
- 8.3.2.5 If a Car fails to take its allocated grid position at the end of the reconnaissance lap, it may only start the race from either the rear of the grid or from the Pit Exit.
- 8.3.2.6 An audible warning will sound two (2) minutes before the closure of the Pit Exit.
- 8.3.3 Fifteen minutes
 - 8.3.3.1 When fifteen (15) minutes remain before the formation lap, a warning will be sounded.
 - 8.3.3.2 The Pit Exit will be closed at this time.
 - 8.3.3.3 Cars qualified to start but which have not exited the Pit Lane may be permitted to start the race from the Pit Exit.
- 8.3.4 Five minutes
 - 8.3.4.1 When five (5) minutes remain before the formation lap, a warning will be sounded and a 5-minute board will be displayed by the starter.
- 8.3.5 Three minutes
 - 8.3.5.1 When three (3) minutes remain before the formation lap, a warning will be sounded and a 3-minute board displayed by the starter.
 - 8.3.5.2 All promotional personnel and Team guests must be clearing the grid at this time.
- 8.3.6 Two minutes
 - 8.3.6.1 When two (2) minutes remain before the formation lap, a warning will be sounded and a 2-minute board will be displayed by the starter.
 - 8.3.6.2 The grid will then be cleared of all personnel except for necessary Team members, authorised TV personnel and authorised Officials.
- 8.3.7 One minute
 - 8.3.7.1 When one (1) minute remains before the formation lap, a warning will be sounded, and a 1-minute board displayed by the starter. All personnel must be clear of the grid at this time.
- 8.3.8 Thirty seconds
 - 8.3.8.1 When thirty (30) seconds remain before the formation lap a warning will be sounded and the starter will display a 30 second board.
- 8.3.9 Formation lap
 - 8.3.9.1 When the starter displays the green flag, all Cars may then proceed on a formation lap led by the Car on pole position.
 - 8.3.9.2 During the formation lap, Cars are required to maintain their starting order.
 - 8.3.9.3 Overtaking is only allowed in order to re-establish the original starting order.
 - a) Any Driver who is unable to re-establish the original starting order before they reach SC1 must either start from the rear of the grid or enter the Pit Lane and start from the Pit Exit.
 - 8.3.9.4 If a Car does not start or stalls, the Driver must give an appropriate signal.
 - a) The Car may be push started by Officials, or, if so directed by Officials, by Team members, but only after the rest of the field has left the grid.
 - b) The Car must enter Pit Lane at the first opportunity.
 - c) Prior to continuing, the Driver must be able to demonstrate to the GMM that the Car can be started on the starter motor without any external assistance.
- 8.3.10 Return to Grid
 - 8.3.10.1 When the Car returns to the grid, it must stop on its allocated grid position.

8.3.11 Five second indication

8.3.11.1 When the starter is satisfied that all Cars are correctly positioned, they will indicate that there are approximately 5 seconds before the red light will be switched on.

8.3.11.2 At this time all Cars that took their correct place on the grid prior to the start of the formation lap, or that are, in Pit Lane, at or approaching the Pit Exit, are deemed to have come under starter's orders.

8.3.12 Race Start

8.3.12.1 At any time not less than two (2) seconds and not more than three (3) seconds after the red light is switched on, the start of the race will be indicated by the extinguishing of the red light.

8.3.12.2 If the lights are not functioning, the National Flag will be used, it will be raised at the five (5) second mark, and lowered between two (2) and three (3) seconds later to indicate the start of the race.

D8.4 Specific Prescriptions - 15 minute Start Procedure

8.4.1 Fifteen minutes

8.4.1.1 When fifteen (15) minutes remain before the formation lap, a warning will be sounded.

8.4.1.2 Cars must be in their Pit Bay at an angle of 45 degrees with the front of the Car pointing toward Pit Exit.

8.4.1.3 All Cars are required to have the electrical system powered on when they are on the pit apron from five (5) minutes prior to Pit Exit opening, until the Car has stopped at its allocated grid position.

a) The electrical system is required to be re-powered on and remain on from the Pit Exit close signal.

8.4.2 Ten minutes

8.4.2.1 When ten (10) minutes remain before the formation lap a warning will be sounded.

8.4.2.2 Pit Exit will open and the Car will leave its Pit Bay for one (1) reconnaissance lap.

8.4.2.3 Each Car must exit Pit Lane in Pit Garage order unless a Car is unable to leave its Pit Bay or is waiting until all the other Cars have exited. In this case the Car controller must notify the next Car that they are not moving and that the next Car may proceed.

8.4.2.4 Any such Car will be required to remain in its Pit Bay until the last Car in Pit Garage order has entered the fast lane and passed it.

8.4.2.5 At the end of the reconnaissance lap and when approaching the grid, each Car must keep its engine running until it has stopped at its allocated grid position.

8.4.2.6 If a Car fails to take its allocated grid position at the end of the reconnaissance lap, it may only start the race from either the rear of the grid or from the Pit Exit.

8.4.2.7 An audible warning will sound 2 minutes before the closure of the Pit Exit.

8.4.3 Five minutes

8.4.3.1 When five (5) minutes remain before the formation lap, a warning will be sounded and a 5-minute board displayed by the starter.

- 8.4.3.2 The Pit Exit will be closed at this time.
- 8.4.3.3 A Car which has qualified to start but which has not exited the Pit Lane may be permitted to start the race from the Pit Exit.
- 8.4.4 Three minutes
 - 8.4.4.1 When three (3) minutes remain before the formation lap a warning will be sounded and a 3-minute board will be displayed by the starter.
 - 8.4.4.2 All promotional personnel and Team guests must be clearing the grid at this time.
- 8.4.5 Two minutes
 - 8.4.5.1 When two (2) minutes remain before the formation lap, a warning will be sounded, and a 2-minute board will be displayed by the starter.
 - 8.4.5.2 The grid will then be cleared of all personnel except for necessary Team members, authorised TV personnel and authorised Officials.
- 8.4.6 One minute
 - 8.4.6.1 When one (1) minute remains before the formation lap, a further warning will be sounded, and a 1-minute board displayed by the starter. All personnel must be clear of the grid at this time.
- 8.4.7 Thirty seconds
 - 8.4.7.1 When thirty (30) seconds remain before the formation lap a warning will be sounded and the starter will display a 30 second board.
- 8.4.8 Formation lap
 - 8.4.8.1 When the starter displays the green flag, all Cars may then proceed on a formation lap led by the Car on pole position.
 - 8.4.8.2 During the formation lap Cars will maintain their starting order.
 - 8.4.8.3 Overtaking is only permitted in order to re-establish the original starting order. Any Driver who is unable to re-establish the original starting order before they reach SC1 must either start from the rear of the grid or enter the Pit Lane and start from the Pit Exit.
 - 8.4.8.4 If a Car does not start or stalls, the Driver must give an appropriate signal.
 - a) The Car may be push started by Officials, or, if so directed by Officials, by Team members, but only after the rest of the field has left the grid.
 - b) The Car must enter Pit Lane at the first opportunity.
 - c) Prior to continuing, the Driver must be able to demonstrate to the GMM that the Car can be started on the starter motor without any external assistance.
- 8.4.9 Return to Grid
 - 8.4.9.1 When the Car returns to the grid, it must stop on its allocated grid position.
- 8.4.10 Five second indication
 - 8.4.10.1 When the starter is satisfied that all Cars are correctly positioned, they will indicate that there are approximately five (5) seconds before the red light will be switched on;
 - 8.4.10.2 At this time all Cars that took their correct place on the grid prior to the start of the formation lap, or that are, in Pit Lane, at or approaching the Pit Exit, are deemed to have come under starter's orders.
- 8.4.11 Race Start

- 8.4.11.1 At any time not less than two (2) seconds and not more than three (3) seconds after the red light is switched on, the start of the race will be indicated by the extinguishing of the red light.
- 8.4.11.2 If the lights are not functioning, the National Flag will be used, it will be raised at the five (5) second mark, and lowered between two (2) and three (3) seconds later to indicate the start of the race.

D8.5 Specific Prescriptions – Dunlop Series Start Procedure

- 8.5.1 Cars will leave the marshalling area for a maximum of one (1) reconnaissance lap.
- 8.5.2 A Car must exit the marshalling area in its allocated order.
- 8.5.3 Any Car that fails to leave the marshalling area at the designated time will not be permitted to start the race.
- 8.5.4 The Pit Exit will be closed when the first Car leaves the marshalling area.
- 8.5.5 At the end of the reconnaissance lap and when approaching the grid, each Car must keep its engine running until it has stopped in its allocated grid position.
- 8.5.6 Team members may then approach the Car.
- 8.5.7 Five minutes
 - 8.5.7.1 When five (5) minutes remain before the formation lap, a warning will be sounded and a 5-minute board displayed by the starter.
 - 8.5.7.2 The Pit Exit will be closed at this time.
 - 8.5.7.3 A Car that has qualified to start but which has not exited the Pit Lane may be permitted to start the race from the Pit Exit.
- 8.5.8 Three minutes
 - 8.5.8.1 When three (3) minutes remain before the formation lap a warning will be sounded and a 3-minute board will be displayed by the starter.
 - 8.5.8.2 All promotional personnel and Team guests must be clearing the grid at this time.
- 8.5.9 Two minutes
 - 8.5.9.1 When two (2) minutes remain before the formation lap, a warning will be sounded and a 2-minute board will be displayed by the starter.
 - 8.5.9.2 The grid will then be cleared of all personnel except for necessary Team members, authorised TV personnel and authorised Officials.
- 8.5.10 One minute
 - 8.5.10.1 When one (1) minute remains before the formation lap, a further warning will be sounded, and a 1-minute board displayed by the starter. All personnel must be clearing the grid at this time.
- 8.5.11 Thirty seconds
 - 8.5.11.1 When thirty (30) seconds remain before the formation lap a warning will be sounded and the starter will display a 30 second board.
- 8.5.12 Formation lap
 - 8.5.12.1 When the starter displays the green flag, Cars may then proceed on a formation lap led by the Car on pole position.
 - 8.5.12.2 During the formation lap Cars will maintain their starting order.
 - 8.5.12.3 Overtaking is only permitted in order to re-establish the original starting order. Any Driver who is unable to re-establish the original starting order before they

reach SC1 must either start from the rear of the grid or enter the Pit Lane and start from the exit of the Pit Lane.

- 8.5.12.4 If a Car does not start or stalls, the Driver must give an appropriate signal.
- The Car may be push started by Officials, or, if so directed by Officials, by Team members, but only after the rest of the field has left the grid.
 - The Car must enter Pit Lane at the first opportunity.
 - Prior to continuing, the Driver must be able to demonstrate to the CTM that the Car can be started on the starter motor without any external assistance.

8.5.13 Return to Grid

8.5.13.1 When the Car returns to the grid, it must stop on its allocated grid position.

8.5.14 Five second indication

8.5.14.1 When the starter is satisfied that all Cars are correctly positioned, they will indicate that there are approximately five (5) seconds before the red light will be switched on;

8.5.14.2 At this time all Cars that took their correct place on the grid prior to the start of the formation lap, or that are, in Pit Lane, at or approaching the Pit Exit, are deemed to have come under starter's orders.

8.5.15 Race Start

8.5.15.1 At any time not less than two (2) seconds and not more than three (3) seconds after the red light is switched on, the start of the race will be indicated by the extinguishing of the red light.

8.5.15.2 If the lights are not functioning, the National Flag will be used, it will be raised at the five (5) second mark, and lowered between two (2) and three (3) seconds later to indicate the start of the race.

D8.6 Specific Prescriptions - Extra Formation Lap

8.6.1 If, after returning to the grid at the end of the formation lap a problem arises, the following procedures shall apply:

8.6.1.1 If a Car develops a problem that could endanger the start:

- The Driver must immediately give an appropriate signal; and
- The marshal responsible for that row must immediately wave a yellow flag.

8.6.1.2 If the starter decides an extra formation lap is required,

- The abort lights will be switched on; and
- A board saying "EXTRA FORMATION LAP" will be displayed; and
- The green flag will be waved two (2) seconds later.

8.6.1.3 All Cars able to do so must commence an extra formation lap.

8.6.1.4 When leaving the grid to commence the extra formation lap, the Driver must activate their Pit Lane speed limiter until they pass the front row of the grid.

8.6.1.5 If a Car caused the extra formation lap to be ordered, the Car which developed the problem shall be moved into the Pit Lane by the Officials or by Team members, but only if instructed by the RD to assist.

8.6.1.6 Any Car that causes an extra formation lap and is able to move off without assistance, must return to the Pit Lane and may only start the race from the Pit Exit.

- 8.6.1.7 The Team may attempt to rectify the problem in the Car's Pit Bay and if successful, the Car may start from Pit Exit.
- 8.6.1.8 Should there be more than one Car involved, their starting order will be determined by the order in which they reach the Pit Exit.
- 8.6.1.9 Every time this happens the race will be shortened by one (1) lap.

D8.7 Specific Prescriptions - Start Delayed

- 8.7.1 If a start is to be delayed, the flashing yellow lights will be switched on.
- 8.7.2 If the red lights have already been switched on, they must remain on.
- 8.7.3 The "Start Delayed" board will be displayed.
- 8.7.4 The start procedure will re-commence from the 5-minute signal.
- 8.7.5 The race may be shortened under the authority of the Stewards.
- 8.7.6 If a Car or Cars caused the delayed start, they will be permitted to start the race but only from either the rear of the grid or from the Pit Lane.

D8.8 Specific Prescriptions - Race Starts by Safety Car

- 8.8.1 In exceptional circumstances a race may be started behind the SC and in accordance with the following procedures:
 - 8.8.1.1 At any time before the one (1) minute signal, the flashing yellow lights of the SC and the red starting light will be switched on.
 - a) This will be the signal to Drivers that the race will be started behind the SC.
 - 8.8.1.2 When the starter extinguishes the red light, all Cars on the grid will be considered to be under starter's orders.
 - 8.8.1.3 The SC will leave the grid with all the Cars following in a single file, in grid order and no more than five (5) Car lengths apart.
 - 8.8.1.4 There will be no formation lap.
 - 8.8.1.5 The race will start when the red starting lights are extinguished and the SC leaves the grid.
 - 8.8.1.6 Overtaking of a Car with a problem is permitted when leaving the Grid.
 - 8.8.1.7 Any Car that is delayed may reclaim their original starting position provided that Car leaves the grid prior to the last Car without a problem crossing the SC2 Line.
 - 8.8.1.8 Any Car that is stationary after all Cars without a problem have crossed the SC2 Line must not overtake another moving Car and must form up at the back of the line of Cars behind the SC.
 - 8.8.1.9 If more than one (1) Driver is affected, they must form up at the back of the field in the order they crossed the SC2 Line.
 - 8.8.1.10 Any Car starting from Pit Exit will be deemed to have come under starter's orders if they are at or approaching Pit Exit at the start of the race.
 - a) A Car may only start on the direction of an Official.
 - 8.8.1.11 The SC will withdraw in the prescribed manner when directed by the RD.

D8.9 Multiple Drivers

- 8.9.1 Save for when an additional Driver is permitted in practice, only one (1) Driver per Car is permitted to Compete in any Sprint Event.
- 8.9.2 Two (2) Drivers per Car must be entered for each Endurance Event.

- 8.9.3 Two (2) Drivers per Car may also be required for any other Events as specified in Supplementary Regulations.
- 8.9.4 During any race, Driver changes must take place only in the Pit Bay or Pit Garage.

D8.10 Driving Time at Endurance Events

- 8.10.1 This Rule applies to the Endurance Events and other Events as advised in Supplementary Regulations.
- 8.10.2 Each Driver must not exceed three and a half (3.5) hours of continuous driving time.
- 8.10.3 Continuous driving time for the starting Driver will be measured from the start of the race until the last time the Driver crosses the timing line at Pit Entry when entering Pit Lane to change Drivers.
- 8.10.4 Subsequently, the time will be measured from the time a Driver crosses the line at Pit Exit when exiting Pit Lane until the last time the Driver crosses the timing line at Pit Entry when entering Pit Lane to change Drivers, or until the Car crosses the Finish Line at the end of the race.
- 8.10.5 Subject always to [Rule D8.10.2](#):
 - 8.10.5.1 Each Driver must complete a minimum of one-third (1/3) of the scheduled race distance.
 - 8.10.5.2 For the sake of clarity, this means:

Event	Scheduled Race Distance	Minimum Required Driving Distance
Sandown 500	161 Laps	54 Laps
Bathurst 1000	161 Laps	54 Laps

- 8.10.5.3 The requirement for each Driver to complete a minimum of one-third (1/3) of the Scheduled Race Distance may be amended, at the sole discretion of the Stewards if it not possible for 2/3 of the Scheduled Race Distance to be completed.
- 8.10.6 The period of continuous driving time shall not include any stoppage time should a race be suspended.
 - 8.10.6.1 The Stewards will determine the period of stoppage time for the purpose of this Rule which is not subject to Appeal.

D9. SUSPENDING & RESUMING RACES

D9.1 Suspending a Race

- 9.1.1 Should it become necessary to suspend the race, the Clerk of the Course on the agreement of the RD will order red flags to be shown at all marshal posts.
- 9.1.2 When the red flag is displayed
- 9.1.2.1 Overtaking is forbidden; and
 - 9.1.2.2 The Pit Exit will be closed; and
 - 9.1.2.3 Cars must proceed slowly to the grid unless otherwise instructed by the RD, save that Drivers may choose to enter the Pit Lane.
 - a) The first Car to arrive on the grid should occupy pole position unless otherwise instructed by the RD; and
 - b) All other cars should line up in a single line behind it in the order they arrive.
 - c) Any Car unable to return to the grid as a result of the Race Track being blocked may return provided they do so under their own power and when the Race Track is cleared.
 - d) A Car may be pushed from the grid to Pit Lane with the approval of the GMM.
- 9.1.3 Once the Cars have returned to the grid:
- 9.1.3.1 Team Members will be permitted on the grid upon the approval of the RD.
 - 9.1.3.2 TV personnel may be permitted on the grid with the approval of the RD.
 - 9.1.3.3 The SC will be positioned at the front of the grid.
 - 9.1.3.4 The order of the Cars on the grid will be taken at the last point at which it was possible to determine the position of all Cars.
 - a) This may require Cars to be repositioned on the grid.
- 9.1.4 If the race is suspended during a SC intervention, and the SC is directed into the Pit Lane:
- 9.1.4.1 Cars shall stop in a line behind the SC in the fast lane.
 - 9.1.4.2 Team members will only be permitted in the fast lane upon the approval of the RD.
 - 9.1.4.3 A Car may be worked on in the fast lane.
- 9.1.5 While the race is suspended:
- 9.1.5.1 Neither the race nor the timekeeping system will stop.
 - 9.1.5.2 A Car may be worked on:
 - a) Once it has stopped on the grid; or
 - b) Once it has stopped in the fast lane; or
 - c) Once it has entered the Pit Lane and stopped at its Pit Bay.
 - 9.1.5.3 Any work undertaken on a Car must not impede the resumption of the race.
 - 9.1.5.4 Refuelling and/or a Driver change are not permitted save that any Car which was in the Pit Entry or the Pit Lane at the time that the signal to suspend the race was given will be permitted to be refuelled and/or change Drivers.
 - 9.1.5.5 The changing of any Control Tyre is not permitted unless:
 - a) Permitted by the RD due to weather conditions (i.e. dry to wet); or
 - b) Approved by the GMM for safety reasons; or
 - c) The Car was in the Pit Entry or the Pit Lane at the time that the signal to suspend the race was given.

9.1.6 A Car that is in the Pit Lane will be permitted to leave the Pit Lane in accordance with Rule [D9.2.4](#) and in the order that they arrive at the Pit Exit.

9.1.7 At all times Drivers must follow the directions of the Officials.

D9.2 Resuming a race

9.2.1 Visual signals will be shown five (5) minutes, three (3) minutes, two (2) minute, one (1) minute and thirty (30) seconds before the resumption of the race. Each visual signal will be accompanied by an audible warning.

9.2.2 Two minute Signal

9.2.2.1 All Cars between the SC and the leader of the race will be instructed to complete a further lap.

9.2.2.2 Overtaking is not permitted.

9.2.2.3 When leaving the grid, the Driver's must activate their Pit Lane speed limiter until they pass the SC at the front of the grid.

9.2.2.4 The Car's must re-join the line of Cars on the grid or behind the SC if it has already moved off.

9.2.3 One minute Signal

9.2.3.1 At the one-minute signal the grid and the fast lane will be cleared of all personnel and equipment.

9.2.4 When the green flag is waved the SC will leave the grid:

9.2.4.1 Drivers must follow in single file and no more than five (5) Car lengths apart.

9.2.4.2 As soon as the last Car in line behind the SC passes the Pit Exit, including any Cars which were instructed in accordance with D9.2.2.1, the Pit Exit light will be switched to green.

9.2.4.3 Cars in the Pit Lane may then enter the Race Track and join the line of Cars behind the SC.

9.2.5 Overtaking is only permitted until the Cars have reached SC1 if:

9.2.5.1 A Car is delayed when leaving the grid and Cars behind cannot avoid passing it without unduly delaying the remainder of the field; or

9.2.5.2 There is more than one (1) Car starting from Pit Lane and one of them is unduly delayed.

9.2.6 If the Cars have entered the Pit Lane behind the SC, this same procedure will apply but with the race recommencing from the Pit Exit.

9.2.6.1 If circumstances prevent this, the RD will advise Teams via the RMC.

9.2.7 All relevant SC procedures will be followed including the display of yellow flags and SC boards whilst the SC is deployed.

9.2.8 The SC will enter the Pit Lane after one lap unless the RD determines otherwise.

9.2.9 If the race cannot be resumed and;

9.2.9.1 less than 50% of the scheduled race distance has not been completed, the classification will not be issued.

9.2.9.2 50% or more of scheduled race distance has been completed, the classification will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

9.2.10 Decisions made in respect of [Rule D9](#) are not subject to Protest.

D10. SC PROCEDURES

D10.1 Full Course Yellow (FCY) Procedure - VCS

- 10.1.1 The Race Director may declare a Full Course Yellow period for reasons of safety.
- 10.1.2 An FCY period will be in operation from the moment an FCY countdown is indicated by waved yellow flag signals and accompanying FCY boards at all flag posts. These signals may be supplemented by an in-Car Warning System, and/or an announcement over RMC and/or a message on the Timing Screen and/or displayed on the Light Panels.
- 10.1.3 From the time waved yellow flags and 'FCY' boards are displayed;
 - 10.1.3.1 Overtaking is prohibited unless a Car slows with an obvious problem.
 - 10.1.3.2 Driver's will have fifteen (15) seconds to reduce their speed to maximum of 80 km/h and engage the FCY/SC speed limiter.
 - 10.1.3.3 Whilst the FCY/SC speed limiter is engaged, it is not permitted to turn off a Car's engine or engage the clutch for the purpose of allowing the Car to roll without engine braking to exceed speed.
 - 10.1.3.4 Following the completion of Rule D10.1.3.2, speeds will be monitored and any car exceeding 80km/h will be reported to the Stewards.
 - 10.1.3.5 Each lap completed under FCY will be counted as a race lap.
- 10.1.4 The Pit Lane will remain open and Pit Entry and Pit Exit roads will be subject to a maximum speed of 80 km/h.
 - 10.1.4.1 Drivers intending to enter Pit Lane must maintain track position until they cross the SC1 line.
 - 10.1.4.2 The position of Cars exiting the Pit Lane relative to those on the Race Track, will be determined by the order of the Cars as they cross the SC2 line.
- 10.1.5 Approaching the end of the FCY, there will be a countdown of fifteen (15) seconds after which the FCY period will end. This will be indicated by replacing the waved yellow flags/FCY boards with waved green flags after which there will be no restriction on speed and overtaking.
- 10.1.6 If necessary, the FCY period may be replaced by a SC deployment or the display of waved red flags.

D10.2 SC Intervention Procedure During a Race - VCS

- 10.2.1 The RD may order the intervention of the SC at any time.
 - 10.2.1.1 The SC will be deployed to neutralise a race upon the direction of the RD.
 - 10.2.1.2 It will normally be used if Competitor's, Driver's or Officials are in immediate physical danger but the circumstances are not such to necessitate stopping the race.
- 10.2.2 The SC, with its flashing lights on will join the Race Track regardless of where the race leader may be.
- 10.2.3 All flag posts will display a waved yellow flag and a SC board which will be displayed until the intervention is over.
- 10.2.4 Each lap completed while the SC is deployed will be counted as a race lap.
- 10.2.5 From the time waved yellow flags and 'SC' boards are displayed:
 - 10.2.5.1 Overtaking is prohibited unless a Car slows with an obvious problem.
 - 10.2.5.2 Driver's will have fifteen (15) seconds to reduce their speed to maximum of 80 km/h and engage the FCY/SC speed limiter.

- 10.2.5.3 Whilst the FCY/SC speed limiter is engaged, it is not permitted to turn off a Car's engine or engage the clutch for the purpose of allowing the Car to roll without engine braking to exceed speed, until it has caught the line of Cars following the SC.
- 10.2.5.4 Following the completion of [Rule D10.2.5.2](#), speeds will be monitored and any car exceeding 80km/h will be reported to the Stewards.
- 10.2.5.5 Following the direction of the Race Director the FCY/SC speed limiter may be deactivated, and Cars permitted to accelerate and catch the line of Cars behind the SC.
- 10.2.5.6 Until the SC lights are extinguished, all other flag signals that may be displayed must be respected and may require a greater reduction of speed than that detailed in [Rule D10.2.5.2](#) and each Driver must be prepared to change direction or stop.
- 10.2.5.7 When able to do so, Cars must line up in single file behind the SC.
- 10.2.5.8 Maintain a maximum distance of five (5) Car lengths from the Car in front.
- 10.2.5.9 Maintain the same speed as the SC.
- 10.2.5.10 The practice of a Driver accelerating and/or braking and/or moving either left or right is permitted but only when safe to do so.
- 10.2.6 Overtaking of the SC is forbidden except:
 - 10.2.6.1 If signalled to do so by the SC Observer by use of green light (or other signal), a Car may overtake the SC and continue at reduced speed in accordance with [Rules D10.2.5.2](#) or [D10.2.5.6](#) or until the Car reaches the end of the line of Cars behind the SC.
 - 10.2.6.2 Driver's intending to enter Pit Lane must maintain track position until they cross the SC1 line;
 - 10.2.6.3 If the Pit Exit is open, the position of Cars exiting the Pit Lane relative to those on the Race Track, will be determined by the order of the Cars as they cross the SC2 line;
 - 10.2.6.4 Any car stopping in its designated garage area whilst the SC is using the pit lane may be overtaken;
 - 10.2.6.5 If any car slows with an obvious problem;
 - 10.2.6.6 Cars eligible for a wave-by on instructions from race control only.
- 10.2.7 No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Driver's or any other person at any time whilst the SC is deployed. This will apply whether any such car is being driven on the track, the Pit Entry or the Pit Lane.
- 10.2.8 The SC will be used at least until the leader of the race is behind the SC and generally when all remaining Cars are lined up behind it.
 - 10.2.8.1 Once behind the SC, the race leader must keep within five (5) car lengths of it and all remaining cars must keep the formation as tight as possible.
- 10.2.9 If, after positioning the leader behind the SC, the leader stops and a lapped Car or Cars come between the new leader and the SC, the lapped Car or Cars will be signaled to pass the SC when safe to do so.
 - 10.2.9.1 Withdrawal of the SC and the restart of the race may not be delayed to allow the Car or Cars to re-join at the rear of the line.

10.2.10 While the SC is in operation:

10.2.10.1 A Driver may stop at their Pit Bay, but may only re-join the Race Track when the Pit Exit is open.

10.2.10.2 Pit Exit will be open at all times except when the SC and the line of Cars are approaching the Pit Exit.

10.2.10.3 A Car re-joining the Race Track must proceed at reduced speed in accordance with [Rules D10.2.5.2](#) or [D10.2.5.6](#), until it reaches the end of the line of Cars behind the SC.

10.2.11 Under certain circumstances, such as the Pit straight being blocked by an incident, the RD may direct the SC to drive through the Pit Lane.

10.2.11.1 Provided that the SC lights remain flashing, all Cars must follow the SC into the Pit Lane without overtaking.

a) Any Car entering the Pit Lane may stop at its Pit Bay.

10.2.12 When the SC boards and yellow flags are displayed:

10.2.12.1 Driver's intending to enter Pit Lane must maintain track position until they cross the SC1 line.

10.2.12.2 If the Pit Exit is open, the position of Cars exiting the Pit Lane relative to those on the Race Track, including the SC, will be determined by the order of the Cars as they cross the SC2 line.

10.2.13 In preparation for the end of the SC deployment, the SC will:

10.2.13.1 Set the prescribed speed as instructed by the RD on the RMC; then

10.2.13.2 Extinguish all the flashing lights as instructed by the Race Director on the RMC and accelerate away from the field to Pit Lane; then

10.2.13.3 The SC boards at the marshal posts will be withdrawn.

10.2.14 From the time that the yellow flags are withdrawn a waved green flag is displayed until the last Car crosses the Control Line:

10.2.14.1 The Driver is required to either accelerate or maintain the prescribed speed \pm 5km/h; and

10.2.14.2 A Car may not overlap or overtake another until it has crossed the Control Line after the signal to restart has been given unless an Automobile slows with an obvious problem and an Automobile cannot avoid passing it without unduly delaying the remainder of the field.

10.2.15 Prior to the lead Car crossing the Control Line at the end of a SC deployment, or on the restart lap, any Car that is two (2) or more laps behind the lead Car must reposition itself by driving through the Pit Lane so that it is not in front of any Car that is less than two (2) laps behind the lead Car.

10.2.15.1 Should a SC deployment end eight (8) laps or less from the last lap of a race, or ten (10) minutes or less prior to the time certain finish time of a race as published in the Supplementary Regulations or as amended by the Stewards, any Car that is one (1) or more laps behind the leader must reposition itself by driving through the Pit Lane so that it is not in front of any Car that is on the lead lap.

10.2.15.2 Supplementary Regulations may include Rules for unlapping Cars during a SC deployment.

- 10.2.16 Following the restart of the race and once a Car has crossed the Control Line, any Car that is not racing on the lead lap is required, as soon as it is safe to do so, to let any Cars that are racing on the lead lap, overtake them.
- 10.2.17 Any Car considered to have failed to comply with [Rule D10.2](#), including any Car that is considered to have gained an unfair advantage, inadvertently or not, will be referred to the Stewards.

D10.3 SC Intervention Procedure During a Race – Dunlop Series

- 10.3.1 The RD may order the intervention of the SC at any time.
- 10.3.1.1 The SC will be deployed to neutralise a race upon the direction of the RD.
- 10.3.1.2 It will normally be used if Competitor's, Driver's or Officials are in immediate physical danger but the circumstances are not such to necessitate stopping the race.
- 10.3.2 The SC, with its flashing lights on will join the Race Track regardless of where the race leader may be.
- 10.3.3 All flag posts will display a waved yellow flag and a SC board which will be displayed until the intervention is over.
- 10.3.4 Each lap completed while the SC is deployed will be counted as a race lap.
- 10.3.5 From the time waved yellow flags and 'SC' boards are displayed:
- 10.3.5.1 Overtaking is prohibited unless a Car slows with an obvious problem.
- 10.3.5.2 Reduce speed; and
- 10.3.5.3 Until the SC lights are extinguished, all other flag signals that may be displayed must be respected and may require a greater reduction of speed and each Driver must be prepared to change direction or stop.
- 10.3.5.4 When able to do so, Cars must line up in single file behind the SC; and
- 10.3.5.5 Maintain a maximum distance of five (5) Car lengths from the Car in front.
- 10.3.5.6 Maintain the same speed as the SC.
- 10.3.5.7 The practice of a Driver accelerating and/or braking and/or moving either left or right is permitted but only when safe to do so.
- 10.3.6 Overtaking of the SC is forbidden except:
- 10.3.6.1 If signaled to do so by the SC Observer by use of green light (or other signal), a Car may overtake the SC and continue at reduced speed in accordance with [Rules D10.3.5.2](#) or [D10.3.5.3](#) or until the Car reaches the end of the line of Cars behind the SC;
- 10.3.6.2 Drivers intending to enter Pit Lane must maintain track position until they cross the SC1 line.
- 10.3.6.3 If the Pit Exit is open, the position of Cars exiting the Pit Lane relative to those on the Race Track, will be determined by the order of the Cars as they cross the SC2 line;
- 10.3.6.4 Any car stopping in its designated garage area whilst the SC is using the pit lane may be overtaken;
- 10.3.6.5 If any car slows with an obvious problem;
- 10.3.6.6 Cars eligible for a wave-by on instructions from race control only.

- 10.3.7 No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Driver's or any other person at any time whilst the SC is deployed. This will apply whether any such car is being driven on the track, the Pit Entry or the Pit Lane.
- 10.3.8 The SC will be used at least until the leader of the race is behind the SC and generally when all remaining Cars are lined up behind it.
- 10.3.8.1 Once behind the SC, the race leader must keep within five (5) car lengths of it and all remaining cars must keep the formation as tight as possible.
- 10.3.9 If, after positioning the leader behind the SC, the leader stops and a lapped Car or Cars come between the new leader and the SC, the lapped Car or Cars will be signaled to pass the SC when safe to do so.
- 10.3.9.1 Withdrawal of the SC and the restart of the race may not be delayed to allow the Car or Cars to re-join at the rear of the line.
- 10.3.10 While the SC is in operation:
- 10.3.10.1 A Driver may stop at their Pit Bay, but may only re-join the Race Track when the Pit Exit is open.
- 10.3.10.2 Pit Exit will be open at all times except when the SC and the line of Cars are approaching the Pit Exit.
- 10.3.10.3 A Car re-joining the Race Track must proceed at reduced speed in accordance with [Rules D10.3.5.2](#) or [D10.3.5.3](#) until it reaches the end of the line of Cars behind the SC.
- 10.3.11 Under certain circumstances, such as the Pit straight being blocked by an incident, the RD may direct the SC to drive through the Pit Lane.
- 10.3.11.1 Provided that the SC lights remain flashing, all Cars must follow the SC into the Pit Lane without overtaking.
- a) Any Car entering the Pit Lane may stop at its Pit Bay.
- 10.3.12 When the SC boards and yellow flags are displayed:
- 10.3.12.1 Driver's intending to enter Pit Lane must maintain track position until they cross the SC1 line.
- 10.3.12.2 If the Pit Exit is open, the position of Cars exiting the Pit Lane relative to those on the Race Track, including the SC, will be determined by the order of the Cars as they cross the SC2 line.
- 10.3.13 In preparation for the end of the SC deployment, the SC will:
- 10.3.13.1 Set the prescribed speed as instructed by the RD on the RMC; then
- 10.3.13.2 Extinguish all the flashing lights as instructed by the Race Director on the RMC and accelerate away from the field to Pit Lane; then
- 10.3.13.3 The SC boards at the marshal posts will be withdrawn.
- 10.3.14 From the time that the yellow flags are withdrawn a waved green flag is displayed until the last Car crosses the Control Line:
- 10.3.14.1 The Driver is required to either accelerate or maintain the prescribed speed \pm 5km/h; and
- 10.3.14.2 A Car may not overlap or overtake another until it has crossed the Control Line after the signal to restart has been given unless an Automobile slows with an obvious problem and an Automobile cannot avoid passing it without unduly delaying the remainder of the field.

10.3.15 Prior to the lead Car crossing the Control Line at the end of a SC deployment, or on the restart lap, any Car that is two (2) or more laps behind the lead Car must reposition itself by driving through the Pit Lane so that it is not in front of any Car that is less than two (2) laps behind the lead Car.

10.3.15.1 Should a SC deployment end eight (8) laps or less from the last lap of a race, or ten (10) minutes or less prior to the time certain finish time of a race as published in the Supplementary Regulations or as amended by the Stewards, any Car that is one (1) or more laps behind the leader must reposition itself by driving through the Pit Lane so that it is not in front of any Car that is on the lead lap.

10.3.15.2 Supplementary Regulations may include Rules for unlapping Cars during a SC deployment.

10.3.16 Following the restart of the race and once a Car has crossed the Control Line, any Car that is not racing on the lead lap is required, as soon as it is safe to do so, to let any Cars that are racing on the lead lap, overtake them.

10.3.17 Any Car considered to have failed to comply with Rule D10.3, including any Car that is considered to have gained an unfair advantage, inadvertently or not, will be referred to the Stewards.

D10.4 Race Laps

10.4.1 Unless otherwise provided in Supplementary Regulations each lap while the SC is deployed, except where it is referenced as a formation lap, will be counted as a race lap.

D10.5 Race Finishes by SC

10.5.1 If the SC is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the Pit Lane at the end of the lap.

10.5.2 Cars following the SC will remain on the Race Track and will take the chequered flag at the Finish Line as normal without overtaking.

D11. PIT STOPS

D11.1 Types

11.1.1 A Pit Stop may be undertaken at any time during any Session.

11.1.2 A Pit Stop must be undertaken strictly in accordance with the Rules.

11.1.3 A Compulsory Pit Stop (CPS) is one in which a Car must stop in its Pit Bay and fulfil the CPS requirements specified in Schedule A2:

11.1.3.1 A Car cannot complete a CPS until after it has started the race.

11.1.3.2 The quantity of fuel as detailed under the column marked “Fuel” in Schedule A2 must be delivered into a Car.

11.1.3.3 The number of Control Tyres as detailed under the column marked “Tyres” in Schedule A2 must be changed on that Car.

a) During Pit Stops at all Events (except Endurance Events), Teams are required to position the ongoing tyres located on the fast lane side of the Car, within the area between the axle centre lines of the Car pitting.

11.1.3.4 In the case of a suspended race that is not resumed, additional time as listed below will be added to the Car’s total race time for each incomplete and/or non-completed CPS.

11.1.3.5 In the case of non-compliance with the Rules, a Time Penalty as listed below will be imposed and added to the Car’s total race time for each incomplete and/or non-completed CPS.

Circuit	Suspended Race Not Resumed – Tyre CPS	Suspended Race Not Resumed – Fuel CPS	Suspended Race Not Resumed	Adjudged Breaches
Adelaide Parklands 2		43.2 seconds		90 seconds
Albert Park Grand Prix Circuit	54.2 seconds			90 seconds
Hidden Valley Raceway	35.4 seconds	48.2 seconds		90 seconds
Mount Panorama Circuit	45.5 seconds	59.0 seconds	59 seconds	90 seconds
Newcastle East Street Circuit		42.2 seconds		90 seconds
Phillip Island Grand Prix Circuit		59.2 seconds		90 seconds
Queensland Raceway	35.4 seconds	48.2 seconds		90 seconds
Reid Park Street Circuit	43.0 seconds	46.2 seconds		90 seconds
Sandown International Motor Raceway	40.5 seconds	55.5 seconds		90 seconds
Surfers Paradise Street Circuit	42.0 seconds	55.0 seconds	52 seconds	90 seconds
Sydney Motorsport Park	44.4 seconds	57.2 seconds		90 seconds
Symmons Plains International Raceway	33.4 seconds	46.2 seconds		90 seconds
Taupō International Motorsport Park	TBC	TBC		90 seconds
The Bend Motorsport Park - International	42.5 seconds	59.0 seconds		90 seconds
Wanneroo Raceway	31.4 seconds	44.2 seconds		90 seconds
Winton Motor Raceway	40.4 seconds	53.2 seconds		90 seconds

D11.2 Personnel

- 11.2.1 For each Sprint Event, each Car may be attended by a maximum of six (6) people (the “Designated Pit Crew”) as follows, who are permitted across the Prescribed Line when carrying out any Pit Stop in any race:
- 11.2.1.1 One (1) Car Controller
 - 11.2.1.2 One (1) Air Jack Operator
 - 11.2.1.3 Four (4) Other Team members
- 11.2.2 For each Super400/500 refuelling Event, each Car may be attended by a maximum of eight (8) people (the “Designated Pit Crew”) as follows, who are permitted across the Prescribed Line when carrying out any Pit Stop in any race:
- 11.2.2.1 One (1) Car Controller
 - 11.2.2.2 One (1) Air Jack Operator
 - 11.2.2.3 One (1) Refueler / Vent attendant
 - 11.2.2.4 One (1) Fire Attendant
 - 11.2.2.5 Four (4) Other Team members
- 11.2.3 For each Endurance Event, each Car may be attended by a maximum of nine (9) people (the “Designated Pit Crew”) as follows, who are permitted across the Prescribed Line when carrying out any Pit Stop in any race:
- 11.2.3.1 One (1) Car Controller
 - 11.2.3.2 One (1) Air Jack Operator
 - 11.2.3.3 One (1) Refueler / Vent attendant
 - 11.2.3.4 One (1) Fire Attendant
 - 11.2.3.5 Five (5) Other Team members
- 11.2.4 Car Controller
- 11.2.4.1 Will be responsible for the safe operation of a Pit Stop;
 - 11.2.4.2 Must ensure that the Pit Stop is carried out safely and in accordance with the Rules, including the Pit Lane release Rules as contained in Schedule B2;
 - 11.2.4.3 Must be primarily positioned near the front of the Car while it is in its Pit Bay; and who:
 - a) Must not undertake any work at all on a Car at any Pit Stop; and
 - b) Must at all times maintain full control of the Pit Stop, including but not limited to the Designated Pit Crew and such other Team members that may be engaged in the Pit Stop and the Car’s movements into the Pit Bay and release from the Pit Stop.
- 11.2.5 Air Jack Operator
- 11.2.5.1 Will be responsible for the safe operation of air jack during a Pit Stop.
 - 11.2.5.2 Must not assist in any way with the refuelling and/ or wheel/tyre changing part of a Pit Stop.
- 11.2.6 Refueller/Vent Attendant
- 11.2.6.1 Whose sole task is to hold, operate and control the Refuelling/vent hose in accordance with [Rule D26.6.2](#).
 - 11.2.6.2 Permitted to assist with servicing of the Car during Pit Stops where no refuelling is conducted.
- 11.2.7 Deadman’s Handle Attendant

- 11.2.7.1 Whose sole task is to operate the fuel cut-off valve on the Refuelling Tower in accordance with [Rule D26.6.2](#).
- 11.2.8 Fire Attendant
 - 11.2.8.1 Whose sole task is to operate the fire extinguisher in accordance with [Rule D26.6.2](#).
 - 11.2.8.2 Permitted to assist with servicing of the Car during Pit Stops where no refuelling is conducted.
- 11.2.9 Fuel Level Advisor
 - 11.2.9.1 Whose sole task is to monitor the amount of fuel being transferred to the Car in accordance with [Rule D26.6.2](#).
- 11.2.10 Super400/500 Events - Four (4) Other Team Persons
 - 11.2.10.1 Will be responsible for the service of the Car under the direction of the Car Controller.
- 11.2.11 Endurance Events - Five (5) Other Team Persons
 - 11.2.11.1 Will be responsible for the service of the Car under the direction of the Car Controller.
 - 11.2.11.2 One (1) of the Other Team Persons may undertake the role as Driver Change Assistant and assist the exiting Driver to leave the Car and the incoming Driver to enter and be properly seated in the Car:
 - a) This role may be undertaken by the Driver leaving the Car.
 - 11.2.11.3 If the Other Team Person's undertakes the role of Driver Change Assistant, then the Driver exiting the Car may not assist the incoming Driver in any way and is required upon exiting the Car to immediately leave the Pit Bay and enter the Pit Garage.
- 11.2.12 Other than the Designated Pit Crew specified in [Rule D11.2](#), any person who:
 - 11.2.12.1 Crosses the Prescribed Line; or
 - 11.2.12.2 Assists the Designated Pit Crew in any way by, but not limited to, passing or rolling any tools, components, wheels/Control Tyres or other equipment across the Prescribed Line will be deemed to have crossed the Prescribed Line and to be working on the Car.
- 11.2.13 In the event of a Driver change during double stacking of Cars in a Pit Stop, the incoming Driver for the second Car is not permitted to cross the Prescribed Line until the first Car has left its Pit Bay.

D11.3 Air Impact Tools and Pressure Vessels

- 11.3.1 Only the air impact tools and pressure regulators that appear in [Schedule D4](#) of these Rules are permitted to be used for any wheel changing operations during any Pit Stop.
- 11.3.2 At each Event, a Team must be equipped with a minimum of four (4) air impact tools and an air lance; of which:
 - a) a maximum of two (2) air impact tools may be used at Sprint Events (save for tool failure); and
 - b) a maximum of four (4) air impact tools may be used at all other Events.
- 11.3.2.2 Pressure Sensors other than the pressure regulator are not permitted to be affixed to the Pit Boom or any associated device.

- 11.3.3 The minimum weight of any air impact gun used during wheel changing operations during any Pit Stop is 3.95 Kg:
 - 11.3.3.1 The minimum weight of the air impact gun must be achieved with the wheel nut socket and any inlet fittings removed.
- 11.3.4 The use of extra high pressure (EHP) air/nitrogen cylinders, including helium and helium gas, is not permitted at any time.
- 11.3.5 All air lines, regulators, pressure gauges (the “Pressure Vessels”) must be certified that they are capable of withstanding the operating pressures at all times.
 - 11.3.5.1 All air/nitrogen cylinders and accumulator tanks must be certified to the appropriate AS/NZS Standard or the harmonised equivalent Standard when an Event is held in another country.
- 11.3.6 A Team is not permitted to use a Pit boom as a Pressure Vessel of any sort.
- 11.3.7 VCS
 - 11.3.7.1 All gas cylinders must be securely fixed to the Pit Garage structure at all times.
- 11.3.8 Dunlop Series
 - 11.3.8.1 The maximum size gas cylinder permitted to be used in Pit Lane is a G or G2 cylinder.
 - 11.3.8.2 Cylinders must only be transported and used in a secured vertical position.
 - 11.3.8.3 The gas cylinder valve must always be in the closed position when the cylinder is being transported.

D11.4 General Prescriptions - Pit Lane

- 11.4.1 Any area of the Pit Lane access road outside of the designated Pit Lane speed limit area will be considered as part of the Race Track.
- 11.4.2 Speed Limit is 40 km/h in Pit Lane at all times and if exceeded during any Session may result in the Driver being referred to the Stewards.
- 11.4.3 Pit Signalling Wall Structures
 - 11.4.3.1 No equipment or structures of any kind may be placed on the Pit signalling wall at any time save for a signalling board.
- 11.4.4 Pit Lane Parking
 - 11.4.4.1 During each race and warm up Session, Cars are required to parallel park in their Pit Bay.
 - 11.4.4.2 At the completion of each Session, Cars will be required to park at 45 degrees with the front of the Car towards the Pit Garage.

D11.5 Specific Prescriptions - Pit Lane

- 11.5.1 Personnel permitted at Pit signalling wall
 - 11.5.1.1 Only three (3) Team members per Car are permitted at the Pit signalling wall.
 - 11.5.1.2 No other Team members, guests, or sponsors are permitted to be at the Pit signalling wall at any time with the sole exception being during the last lap of a race.
- 11.5.2 Race Start
 - 11.5.2.1 Only Officials, Team members in accordance with Rule D11.5.1.1 and media personnel specifically authorised by the RD, are permitted at the Pit signalling wall from the time that the Cars move off on the formation lap.

11.5.3 Overshooting

11.5.3.1 If a Driver passes his Pit Bay before stopping, the Car may be pushed backwards to its Pit Bay by Team members.

11.5.4 Reverse gear

11.5.4.1 Use of reverse gear anywhere in the Pit Lane is strictly prohibited at all times.

11.5.5 Engines

11.5.5.1 A Car's engine may remain running during any Pit Stop.

11.5.5.2 The engine may be re-started with the help of an auxiliary energy source.

11.5.5.3 Prior to a Car proceeding onto the Race Track, the engine must be started by the Driver from their seat, using only the means available on board the Car.

11.5.6 Prohibited Devices

11.5.6.1 Except for electric cooling fans and battery powered hand tools, the use of any spark-generating device or high-temperature device is prohibited in any part of the Pit Lane.

11.5.6.2 With prior approval from the GMM, connecting a computer or electronic device to a Car during a Pit Stop during a Race is permitted. [Rule D11.2.12.2](#) will not apply for a crew member passing a data cable across the Prescribed Line for the purpose of connecting a computer or electronic device to the Car.

11.5.7 Working on a Car during a Session

11.5.7.1 In any race, a Car will be disqualified from the race if it is removed from the:

- a) Pit Garage in the VCS; or
- b) Pit Lane in the Dunlop Series.

11.5.7.2 In any race, each Team is permitted to work on only one Car at a time in the Pit Bay.

11.5.7.3 It is prohibited to work on a Car in the fast lane at any time, unless approved by the GMM or in accordance with the Rules.

11.5.8 Pit Bay Markings

11.5.8.1 A Team is required to place tape or other non-permanent markings in accordance with the measurements specified in the Event Supplementary Regulations on the Pit Lane to indicate the Teams Pit Bay.

11.5.8.2 Any markings will be subject to the approval of the GMM.

11.5.8.3 No lines or other markings may be placed onto any part of the Pit Lane unless approved by the GMM.

11.5.8.4 The Team is required to remove any tape or other non-permanent markings that have been placed to mark out their Pit Bays at the conclusion of the Event.

11.5.9 Dunlop Series Leaving the Marshalling Area

11.5.9.1 Prior to each Session, a Car must have fitted and leave the marshalling area on the Control Tyres on which they intend to start the Session.

11.5.9.2 Cars must be parked outside of their Dunlop Series Paddock Garage thirty (30) minutes prior to the commencement of a Dunlop Series Session on a 45-degree angle, nose out.

11.5.9.3 Cars are required to be ready to leave their Dunlop Series Paddock Garage as instructed by the DOM, twenty (20) minutes prior to the commencement of the Session to the marshalling area.

- 11.5.9.4 Cars must form up in the marshalling area in their allocated order. Once directed to leave, they must do so in the allocated order.
 - a) Unless prior approval by the DOM is granted, all Cars must only be driven from the Dunlop Series Paddock to the any Session and vice-versa by the Car's Driver.
- 11.5.9.5 All vehicles and trolleys moving through the paddock, outside of full category movement, must be accompanied by a minimum of two (2) Team personnel, who will act as spotters.
- 11.5.9.6 When Cars return after a Session they are to park outside of their Dunlop Series Paddock Garage Bay on a 45-degree angle, nose in. Once all Cars have returned (not including recovered Cars) they are required to be placed in their Paddock Garage as soon as possible.
 - a) In the case of Parc Fermé applying, all Cars are permitted to be placed in their garage bay after all Cars have returned (not including recovered Cars) until the CTM has released the Cars from Parc Fermé conditions. Unless otherwise instructed by an Official.
- 11.5.10 Dunlop Series Exiting Pit Lane after a Session
 - 11.5.10.1 Any Car which is on the Race Track when the chequered flag is displayed is not permitted to enter Pit Lane. After receiving the chequered flag, the Car must return directly to the Dunlop Series paddock.
 - 11.5.10.2 Once the chequered flag has been displayed at the end of a Session, no work is to be carried out on a Car (including but not limited to checking tyre pressures and/ or plugging in a laptop) in Pit Lane unless otherwise approved by the CTM.
 - 11.5.10.3 Should a Driver be required for the podium presentation, a media conference or television interview they will be requested to enter Pit Lane and a Team member may drive the Car back to the Dunlop Series paddock.

D11.6 Securing Equipment

11.6.1 Pit Booms

- 11.6.1.1 A Team's Pit boom must be constructed and assembled as a single lateral arm perpendicular to Pit Lane and must be securely affixed to the Pit Garage structure at all times.
- 11.6.1.2 A system or method of covering the Pit boom nitrogen bottles must be securely fixed to either the Pit boom or Pit Garage structure.
- 11.6.1.3 A maximum of one (1) Pit boom per two (2) Car Team or Group is permitted at an Event.
- 11.6.1.4 Single Car Teams "paired" together at an Event are encouraged to share a single Pit boom.
 - a) In the event that this is not possible, the Teams must place their Pit booms and all equipment next to each other.
 - b) Any such arrangement must be constructed to the approval of the GMM.
- 11.6.1.5 For the purpose of this Rule the third Car in a three (3) Car Team will be considered to be a single Car Team.
- 11.6.1.6 For the purpose of displaying Pit Stop timing, a Team will be permitted to fit a simple timing display to their Pit boom.

- 11.6.1.7 A single camera centrally located on a Teams Pit boom for the purpose of filming only that Team's Pit Bay during a Pit Stop, is required.
- a) Specifications for the installation of the Pit Boom Camera and conditions of use and recording is detailed in [Rule D21.4](#).

11.6.2 Dimensions

- 11.6.2.1 The minimum height of the Pit boom, and all attachments extending over the Pit Lane is 2 metres.
- 11.6.2.2 The maximum Length of a Pit boom is five (5) metres from the Pit Garage/bollard across its Pit Bay.
- 11.6.2.3 The Pit boom will be subject to the approval of the GMM.
- 11.6.2.4 In exceptional circumstances the GMM at their absolute discretion may vary this requirement.

- 11.6.3 Competitors in the Dunlop Series are not permitted to use a Pit boom at any time during an Event.

D11.7 Use of Equipment/Tools

- 11.7.1 Team members may start placing parts and equipment over the Prescribed Line no more than two (2) laps before their Car is due to stop at its Pit Bay.
- 11.7.2 During any Pit Stop all equipment and parts must always be under the complete control of the Designated Pit Crew.
- 11.7.3 Each Car must be completely free of all hoses, tools, Team Members and any other equipment at any time whilst the Car is moving.
- 11.7.4 At any time the wheels of a Car must not make contact with, roll or pass over any parts or equipment under the control of its Team.
- 11.7.5 Team members must ensure that any equipment, parts, debris or other materials are removed to behind the Prescribed Line within one (1) lap from the completion of any Pit Stop.
- 11.7.6 All parts and equipment must be kept entirely within the working lane of Pit Lane at all times.
- 11.7.7 A Team may be penalised if any of its parts or equipment cross into another Team's Pit Bay.
- 11.7.8 Air jacks must always be manually operated from the Pit Garage side of the Car during any Pit Stop.
- 11.7.9 Unless otherwise specified in Supplementary Regulations, during each race at a Sprint Event:
- 11.7.9.1 During all Pit Stops, a Team must have two (2) air impact guns allocated to each side of the Car.
- 11.7.9.2 Throwing an air impact gun from one Team member to another is not permitted.
- 11.7.10 Any fluid vented during a Pit Stop must vent to the Pit Garage side of the Pit Lane.
- 11.7.11 Teams are not permitted to collect or measure data from any pitlane equipment.

D11.8 Safety

- 11.8.1 During any race, all Team members permitted across the Prescribed Line must at all times wear protective helmets and eyewear which should provide adequate protection for the circumstances in which they undertake their tasks.
- 11.8.1.1 During all other Sessions, it is highly recommended that all Team members permitted across the Prescribed Line wear a protective helmet and eyewear.
- 11.8.2 Other than wheel changing operations, it is compulsory to use solid, incompressible components capable of supporting the Car in the event of a failure of the jacking system.
- 11.8.2.1 Such incompressible components must be placed under the Car when any person has any part of their body other than hands and forearms under any part of a Car in the Pit Bay or Pit Garage.
- 11.8.3 No device capable of causing any physical harm may be used in the Pit Bay to prevent a Car, Control Tyres or wheels or any other parts or equipment from rolling away.
- 11.8.4 When warming up a Car's engine the Car must be moved outside its Pit Garage unless either an extraction fan or an exhaust extension, which directs exhaust fumes outside the Pit Garage, is used.
- 11.8.5 Other than during Event Rides, and save for any applicable laws, non-essential personnel including but not limited to: sponsors, family members, or other guests of the Team are not permitted to access the front 50% of the Pit Garage at any time during a Session.
- 11.8.6 Non-essential personnel are not permitted in the Team Pit Garage during any Session in which Refuelling is permitted, unless their location is adequately shielded against fire.
- 11.8.7 A Team must, at all times, adhere to the requirements of their Workplace Health and Safety Policy as provided to Supercars.
- 11.8.8 During any Pit Stop, from the time the Car leaves the ground until the Car has returned to the ground, the brake lock mechanism must be engaged, so as the rear wheels do not rotate without the prior approval of the GMM.
- 11.8.8.1 Where the GMM grants such approval, the wheels must stop rotating prior to the Car being lowered to the ground. For the sake of clarity, the rear wheels must not be rotating while the Car is being lowered to the ground.
- 11.8.8.2 During any Pit Stop, a slight movement of the rear wheels will not, at the sole discretion of the GMM, constitute the rear wheels rotating.

D11.9 Pit Stop Practice

- 11.9.1 Other than during a Session, Sunday Pit Stop practice will not be permitted.

D12. FINISHING AND CLASSIFICATION

D12.1 Crossing Finish Line

- 12.1.1 The timing of a Car crossing the Finish Line will be taken at the moment when the automatic timing apparatus is triggered or, in the event that the automatic timing apparatus is not operable, at the moment where the foremost portion of the Car passes over the Finish Line.
- 12.1.2 The Pit Exit will close at the same time that the winner crosses the Finish Line.

D12.2 Race Finish

12.2.1 Scheduled Laps

- 12.2.1.1 The chequered flag will be shown to the leading Car as it crosses the Finish Line after the end of the scheduled number of laps as detailed in the Supplementary Regulations.

12.2.2 Time Certain

- 12.2.2.1 The chequered flag will be shown to the leading Car the first time it crosses the Finish Line after the time detailed in the Supplementary Regulations plus one (1) lap.
- 12.2.2.2 In accordance with the provisions of Rule A1.10, the Stewards may amend the Time Certain finish of any VCS or Dunlop Series race.

12.2.3 Race Suspended and not Restarted

- 12.2.3.1 If the race is suspended and not restarted the race will be deemed to have finished.

D12.3 Classification

- 12.3.1 To be classified as a finisher, a Car must cross the Finish Line on the Race Track under its own power; either:

- 12.3.1.1 As the winner of the race; or

- 12.3.1.2 After the winner has crossed the Finish Line; and

- 12.3.1.3 Must have covered at least seventy-five percent (75%) of the distance covered by the winner.

- 12.3.2 If a Car, in traversing its last lap, takes more than twice the time of the winner's last lap time for the race, the Car will not be classified as a finisher.

- 12.3.3 Should the chequered flag be shown before the prescribed distance/duration has been reached by the leader, the race shall be considered to have finished at the time such flag was shown to the leader.

- 12.3.3.1 If first shown to a Car other than the leader, the classification will be as at the time the leader last crossed the Finish Line before the chequered flag was shown.

- 12.3.4 Should the chequered flag be shown after the prescribed distance/duration has been reached by the leader, the race will be considered to have been finished at the time the prescribed distance/duration was covered.

- 12.3.5 If the race is suspended and cannot be resumed and 50% or more of scheduled race distance has been completed, the classification will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

D12.4 Dead Heat Finish

- 12.4.1 A dead heat finish will occur when two (2) or more Cars cross the Finish Line at exactly the same time.
- 12.4.2 In the case of a dead heat the Drivers will equally share the points allocated to that place in the classification and the points for the next available place in the classification.
- 12.4.3 In the case of a dead heat where the Drivers are eligible for a prize, each Driver will receive an identical prize.
- 12.4.4 A Competition will never be re-run when a dead heat occurs.
- 12.4.5 In the event that a dead heat finish is used to decide the grid positions for a race, the grid positions will be determined in accordance with the dead heat finishing Cars best qualifying position.

D12.5 Effect of Protest

- 12.5.1 A prize won by a Competitor and/or Driver against whom a Protest has been lodged will be withheld until a decision has been reached on the subject of the Protest.
- 12.5.2 Where a Protest has been lodged, the outcome of which could affect the classification of the Competition, the organisers will only publish the Provisional classification and will withhold all prizes until a final decision concerning the Protest, including any Appeals arising from the Protest have been determined.
- 12.5.3 Where a Protest has been lodged, the outcome of which could affect only part of the classification of the Competition, the organisers will only publish that part of the classification which is not affected by the Protest as Final and the corresponding prizes distributed.

D12.6 Issuing and Declaration of Classification

- 12.6.1 At each Event there will be three (3) types of classification issued for each Session:
- 12.6.2 Preliminary Classification:
 - 12.6.2.1 Will be clearly indicated on the classification as being Preliminary.
 - 12.6.2.2 These are for information purposes only and will be distributed as soon as possible after the conclusion of a Session.
- 12.6.3 Provisional Classification
 - 12.6.3.1 Will be clearly indicated on the classification as being Provisional.
 - 12.6.3.2 Will be signed and time stamped by the RD or DRD.
 - 12.6.3.3 These are issued after the conclusion of all RD/DRD Investigations, Stewards Hearings and technical checks have been completed.
 - 12.6.3.4 In the case of an Appeal, the Provisional classification will be endorsed by the Stewards as “Subject to Appeal” and re-posted on the Official Notice Board.
- 12.6.4 Final Classification
 - 12.6.4.1 Will be clearly indicated on the classification as being Final.
 - 12.6.4.2 Will be signed and time stamped by the Stewards.
 - 12.6.4.3 Provisional classification become Final 30 minutes after the Provisional classification are signed and time stamped by the RD or DRD, subject only to any:
 - a) Protests received that remain unresolved; and

- b) Judicial matters that remain unresolved the outcome of which are likely to impact on the finishing classification; and
- c) Scrutineering matters the outcomes of which are likely to impact on the finishing classification.

D13. PARC FERMÉ

D13.1 General Prescriptions - Parc Fermé

- 13.1.1 Unless otherwise advised by the GMM, Parc Fermé will take place at the end of each Competition.
- 13.1.2 Each Car must proceed directly to the Parc Fermé without interference, unless otherwise permitted by the GMM.
- 13.1.3 Any classified Car, which cannot reach Parc Fermé under its own power, will be placed under the exclusive control of the Officials who will take the Car to Parc Fermé.
- 13.1.4 Cars will remain in Parc Fermé until at least 30 minutes after the posting of the Preliminary classification or until the Stewards and/or the GMM order their release.
- 13.1.5 Selected Cars may be detained for the minimum time required by the GMM and/or the Stewards.
- 13.1.6 Cars which have not been placed in Parc Fermé may not be classified.

D13.2 Location

- 13.2.1 The location of Parc Fermé will be determined by the GMM and advised to all Competitors.
- 13.2.2 The area between the Finish Line and the Parc Fermé will be governed by the same requirements as the Parc Fermé.

D13.3 Access and Control

- 13.3.1 The GMM will:
 - 13.3.1.1 Be responsible for the operation of the Parc Fermé; and
 - 13.3.1.2 Maintain surveillance of the Parc Fermé; and
 - 13.3.1.3 Be authorised to give directions and orders to Competitors within the Parc Fermé.
- 13.3.2 Unless otherwise required by the GMM, all Drivers must leave the Parc Fermé as soon as practicable.
- 13.3.3 No Team personnel or guests are permitted to enter Parc Fermé other than to perform the activities permitted in D13.5 and D13.6.

D13.4 Impounding

- 13.4.1 Any Car may be impounded at the discretion of the GMM.
- 13.4.2 In the case of any Car so impounded, the cost of examination may be payable by the Competitor.

D13.5 Permitted Activities - VCS

- 13.5.1 Unless otherwise authorised by the GMM, Teams are only permitted to undertake the following while any Car is in Parc Fermé:
 - 13.5.1.1 Check Control Tyres pressures;
 - 13.5.1.2 Place Cars on single high stands;
 - 13.5.1.3 Loosen the wheels;
 - 13.5.1.4 Rotate the wheels;
 - 13.5.1.5 Install cool suit loop lines and remove dry ice;
 - 13.5.1.6 Opening of bonnet for engine cooling;
 - 13.5.1.7 Position cooling fans in the radiator and/or brake duct intakes in the front bumper bar;
 - 13.5.1.8 Connect auxiliary power pack.
 - 13.5.1.9 One crew member is permitted to download the Data Logger;

13.5.1.10 Within 30 minutes of a Session being completed, all data logger data from the prior Session must be uploaded to the network location [advised by the Supercars Technical Department](#).

- a) For the final VCS race of the Event, all data logger data from the Event must be supplied to the Supercars Technical Department on the provided USB storage device within 1 hour of the Session being complete. At which point the data can be deleted from the data logger.

13.5.2 Access to Cars will not be permitted prior to the conclusion of Parc Fermé.

D13.6 Permitted Activities – Dunlop Series

13.6.1 Unless otherwise authorised by the CTM, Teams are only permitted to undertake the following while any Car is in Parc Fermé:

13.6.1.1 Check Control Tyres pressures;

13.6.1.2 Place Cars on single high stands;

13.6.1.3 Rotate the wheels;

13.6.1.4 Loosen the wheels;

13.6.1.5 Install cool suit loop lines and remove dry ice;

13.6.1.6 Position cooling fans in the radiator and/or brake duct intakes in the front bumper bar;

13.6.1.7 Connect auxiliary power pack.

13.6.1.8 One crew member is permitted to download the Data Logger;

13.6.1.9 Within 30 minutes of the final scheduled Session of the day being complete, all data logger data from that day must be uploaded to the provided USB storage device and supplied to the CTM.

13.6.2 Access to Cars will not be permitted prior to the conclusion of Parc Fermé.

D14. POINT SCORE

D14.1 General Prescriptions - Points

- 14.1.1 All races in each VCS Event will count in determining the final Teams and Drivers Championship results.
- 14.1.2 All races in each Dunlop Series Round will count in determining the final Drivers Series result.
- 14.1.3 If a race is suspended before 50% of the scheduled race distance has been completed by the leading Car and cannot be resumed, no points will be awarded.
- 14.1.4 If a race is suspended after more than 50% of the scheduled race distance has been completed by the leading Car and cannot be resumed, full points will be awarded.
- 14.1.5 Each Driver will be awarded points based on the Final Classification of each race in the VCS and the Dunlop Series, subject to any Penalties imposed.
- 14.1.6 In the event of two (2) or more Drivers being tied on points at the end of the Championship or Series, the final Championship/Series order will be determined in accordance with each Driver's overall placing in each race of the Championship/Series as follows:
 - 14.1.6.1 The Driver with the greater number of first place finishes will be awarded the higher place in the final Championship/Series order.
 - 14.1.6.2 If this fails to break the tie, then the Driver with the greater number of second place finishes will be awarded the higher place in the Championship/Series order and so on until the tie is broken.
- 14.1.7 If a Driver or Competitor is unable to attend, or is forced to withdraw from, an Event due to Force Majeure, V8SA will in its sole discretion determine the final championship points for Drivers and Teams by altering the number of races that will be used to accumulate points, which may include dropping the lowest points accumulated at an Event from the final point score for all Drivers. Any decision by V8SA in this regard will not be subject to protest or appeal.

D14.2 Specific Prescriptions - VCS Driver's Championship Points

- 14.2.1 Championship points will be awarded in accordance with [Schedule D1](#).
 - 14.2.1.1 At Sprint Events only, additional Championship points specified as five (5) points, will be awarded to the Driver who achieves the fastest lap in each race.
 - 14.2.1.2 Only Drivers who finish in the top fifteen (15) in any race will be eligible for "fastest lap" points in that race.
- 14.2.2 The Driver who has accumulated the most points at the end of the VCS will be the Champion.
- 14.2.3 Non-finishers in any race will not be awarded any points for that race.
- 14.2.4 Unless otherwise specified in the Supplementary Regulations, for Endurance Events, the total points earned for the finishing position of the Car will be awarded to each Driver of the Car.
- 14.2.5 Any post-race Penalty imposed for breaches of the Rules during the race, other than the penalty of a monetary fine, will be imposed on both Drivers in that Car.
- 14.2.6 The Rookie Driver who has accumulated the most points at the end of the VCS will be awarded Rookie Driver of the Season.
 - 14.2.6.1 Rookie Driver (second year) are not eligible for the Rookie Driver Award.

D14.3 Specific Prescriptions - VCS Teams Championship

- 14.3.1 There will be one (1) VCS Teams Championship:
 - 14.3.1.1 The overall Teams Championship.
- 14.3.2 The maximum number of Cars eligible to score points for a Team in the overall Teams Championship is two (2).
 - 14.3.2.1 The two (2) Cars that form a Team must be nominated in writing to Supercars prior to the commencement of the VCS Season.
 - 14.3.2.2 The two (2) Cars that form a Team must share the same Pit boom.
- 14.3.3 A four (4) Car Team will be treated as two (2) separate Teams using the nomination in Rule D14.3.2.1.
- 14.3.4 A three (3) Car Team will be treated as a Team using the nomination in Rule D14.3.2.1.
- 14.3.5 The two (2) Car Team with the highest combined point score from both of its Cars at the end of the VCS will be the winner of the overall VCS Teams Championship.
- 14.3.6 In the event of two (2) or more Teams being tied on points at the end of the Championship, the final Teams Championship order will be determined in accordance with each Teams overall placing in each race of the Championship as follows.
 - 14.3.6.1 The Team with the greater number of first place finishes will be awarded the higher place in the final Teams Championship order.
 - 14.3.6.2 If this fails to break the tie, then the Team with the greater number of second place finishes will be awarded the higher place in the Teams Championship order and so on until the tie is broken.

D14.4 Specific Prescriptions - DS2 and DS3 Driver's Series Points

- 14.4.1 Series points will be awarded in accordance with [Schedule D2](#) and [Schedule D3](#).
- 14.4.2 The Driver of each Series who has accumulated the most points at the end of the DS2 and DS3 will be the Series winner.
- 14.4.3 Non-finishers in any race will not be awarded any points for that race.
- 14.4.4 The combined point score achieved by each Driver in each Series at an Event will become the DS2 and DS3 points for that Event.
- 14.4.5 Ties for points position at an Event will be resolved by allocating Round finishing positions for each Series in the order of the classification in the last race of that Event.
- 14.4.6 The Rookie Driver DS2 and Rookie Driver DS3 who has accumulated the most points at the end of the DS2 and DS3 Season will be awarded the Rookie Driver of the Season.

D14.5 Specific Prescriptions – Dunlop Series Teams Championship

- 14.5.1 There will be one (1) Dunlop Series Teams Championship.
 - 14.5.1.1 The overall Dunlop Series Teams Championship.
- 14.5.2 The maximum number of Cars eligible to score points for a Team in the overall Dunlop Series Teams Championship is one (1).
 - 14.5.2.1 The Car from each Team with the most points from a Round will be used to form the total Team points of the Dunlop Series Teams Championship.
- 14.5.3 In the event of two (2) or more Teams being tied on points at the end of the Championship, the final Teams Championship order will be determined in accordance with each Teams overall placing in each race of the Championship as follows.

- 14.5.3.1 The Team with the greater number of first place finishes will be awarded the higher place in the final Teams Championship order.
- 14.5.3.2 If this fails to break the tie, then the Team with the greater number of second place finishes will be awarded the higher place in the Teams Championship order and so on until the tie is broken.

D15. PRIZE MONEY AND AWARDS

D15.1 Prize Money

15.1.1 Prize money and its distribution to Competitors is the sole responsibility of Supercars.

D15.2 Awards

15.2.1 VCS and Dunlop Series awards will be presented during and after the final Event of each Season at the last Event or during the Supercars Awards Ceremony.

15.2.2 It is compulsory for all Competitors and Drivers entered in the VCS to attend the Supercars Awards Ceremony.

15.2.3 Drivers who have Competed in the Endurance Events only are not required to attend the Supercars Awards Ceremony.

15.2.4 It is compulsory for the Driver who is the winner of the Dunlop Series to attend the Supercars Awards Ceremony.

D16. WEIGHING OF CARS

D16.1 Weighing Procedure

- 16.1.1 Cars including Driver or substituted ballast may be weighed at any time during, or at the conclusion of any Session.
- 16.1.2 Cars will be selected at random, and the Teams will be informed of the Cars that have been selected for weighing over the RMC.
- 16.1.3 Once a Car has been selected for weighing:
 - 16.1.3.1 The Team and the Car must proceed directly to the weighing area.
 - 16.1.3.2 Unless otherwise permitted by the GMM, nothing may be added to, placed on or in or removed from a Car after it has been selected for weighing and the results recorded.
 - 16.1.3.3 Unless otherwise permitted by the GMM, only the Officials, one (1) Team member and the Driver being weighed are permitted in the weighing area while the Car is being weighed.
- 16.1.4 If a Car misses the scales, the Team may be instructed to push the Car back to the weighing area.
- 16.1.5 It is not permitted for a Car or it's Driver to leave the weighing area without the prior permission of the GMM.
- 16.1.6 Judges of Fact will be appointed for the operation and the recording of results from the weigh scales for all Cars that are selected to be weighed.

D16.2 Damage to Scales

- 16.2.1 Should damage occur to the weigh scales through the negligence of the Driver or the Competitor, the Competitor will be liable for the cost of any necessary repairs.

D17. CONTROL TYRES

D17.1 General Prescriptions

- 17.1.1 Dunlop SP Sport Maxx Tyres are the Control Tyres and the only tyres permitted to be used on a Car.
- 17.1.2 Each Team must only use the Control Tyres prescribed by Supercars.
- 17.1.3 At all times the Control Tyres remain the property of Supercars and title in the Control Tyres will not pass to any Team, other entity or person.
- 17.1.4 All Control Tyres must only be allocated to a Car, identified by its Competition number.
- 17.1.5 It is prohibited to make any modification to a Control Tyre.
- 17.1.6 Control Tyres must not be transferred between Cars or Teams except as permitted in the Rules.
- 17.1.6.1 Control Tyres may be transferred between Cars in the same Team for Testing and any of the activities detailed in the Rules.
- 17.1.6.2 The transfer of any Control Tyre from a VCS Team to a Dunlop Series Team or from a Dunlop Series Team to a VCS Team is prohibited.
- 17.1.7 A Team is not permitted to wholly or partially cover or remove any official marking or label placed on the Control Tyres by either Supercars or Dunlop.
- 17.1.8 The only media permitted for use to pressurise a Control Tyre fitted to a wheel are air or nitrogen.
- 17.1.9 Control Tyres are of four (4) types:
- 17.1.9.1 Hard (H)
- 17.1.9.2 Soft compound (S)
- 17.1.9.3 Super Soft (SS)
- 17.1.9.4 Wet weather compound (W)
- 17.1.9.5 Pre-Marked: Teams must ensure these Control Tyres are:
- a) Previously allocated to the Car; and
- b) Nominated for use on a specific Car by the Team to the GMM; and
- c) Marked for use on a specific Car at an Event by the GMM.
- 17.1.10 It is not permitted to use different compounds of Control Tyres on a Car at the same time.
- 17.1.11 Other than at an Event, the maximum number of Control Tyres that a Team may have in its possession for each TRC controlled by that Team at any time is:
- 17.1.11.1 Eighty (80) H, S or SS Control Tyres;
- a) Teams will not be permitted to take more than two (2) sets of tyres per Car away from any Event, without the prior permission of the GMM; and
- 17.1.11.2 Twenty-Four (24) W Control Tyres
- 17.1.11.3 For the sake of clarity, the maximum number of Control Tyres specified herein does not include all Control Tyres fitted to a Car as 'travel Tyres' or 'set up tyres' that may be used solely for transporting the Car.
- 17.1.12 Removal of Build-Up
- 17.1.12.1 A section of "build-up" with a maximum dimension of 50mm x 50mm may be removed from each tyre to allow the tyre tread depth to be measured at a maximum of eight (8) locations on any one (1) Control Tyre.
- 17.1.12.2 Build-up may be removed from the inside shoulder of each Control Tyre to a maximum of 50mm from the edge of the Control Tyre.

- 17.1.12.3 The removal of additional “build-up” to allow closer inspection of a Control Tyre must not be carried out without the prior permission of the GMM.
- 17.1.13 It is not permitted to chemically treat or alter any Control Tyre.
- 17.1.14 It is not permitted to use of any form of automatic tyre pressure control device when a Control Tyre is fitted to a Car.
- 17.1.15 It is not permitted for a Team to seek, order or accept the direct supply of any H or S Control Tyres from Dunlop.
- 17.1.16 It is not permitted to use any device which artificially varies the temperature in or of a Control Tyre, regardless of whether the Control Tyre is mounted on a wheel or not.
- 17.1.17 The minimum permitted pressure of a Control Tyre when fitted to a Car is 17psi which must be achieved at any time that the Car is on the Circuit during any Session.
- 17.1.18 During any Session, the minimum tyre pressure on each VCS Car will be as recorded and/or viewed by the Control tyre pressure monitoring system (“TPMS”).
 - 17.1.18.1 A Control Tyre must have an operational TPMS sensor fitted to the control wheel whenever it is fitted to a Car.
 - 17.1.18.2 The Ambient Pressure category TPMS value to be used in the ECU, will be published by Supercars for each Event.
 - 17.1.18.3 During a Session, any loss of Control Tyre pressure must be communicated to the Driver using the Car to Driver display.
- 17.1.19 Teams are only permitted to have three (3) sets of Control Tyres mounted in their possession from the commencement of the final race of the Event, save for Super 400/500 or an Endurance Event.

D17.2 General Prescriptions - Control Tyre Allocation

- 17.2.1 At each Event, Control Tyres will be randomly selected, numbers will be recorded, the Control Tyres will be marked/coded and allocated to each Car by the GMM.
 - 17.2.1.1 The allocation process will be open to scrutiny by any Team.
- 17.2.2 A list of numbers of Control Tyres allocated to Cars will be available from the GMM to Teams following the completion of the Control Tyre allocation process.
- 17.2.3 After allocation to a Car, the Control Tyres must remain in full view at all times until the finish of the last scheduled on-track activity on each day of the Event or unless directed otherwise by the GMM.

D17.3 General Prescriptions - Fitment

- 17.3.1 Fitting of Control Tyres for an Event will commence at the time specified in the Supplementary Regulations.
- 17.3.2 At an Event:
 - 17.3.2.1 Unless prior approval of the GMM, it is not permitted to turn, rotate or remove a Dry Control Tyre from a wheel and/or refit a Dry Control Tyre to a wheel for the duration of the Event.
 - 17.3.2.2 It is permitted to swap Dry Control Tyres and Wet weather Control Tyres on a wheel at anytime, any used Dry control tyre that is refitted is not permitted to be turned or rotated and must be refitted as was originally used.

D17.4 General Prescriptions - Replacement Control Tyres

- 17.4.1 There will be no new replacement Control Tyres.
- 17.4.2 In exceptional circumstances, permission to use a previously marked Control Tyre may be granted at the discretion of the GMM.
- 17.4.3 If any replacement Control Tyre is permitted to be used, the Car to which permission has been granted may be required to start from the rear of the grid in the subsequent race.

D17.5 General Prescriptions - Wet Weather Control Tyres

- 17.5.1 A Car is permitted to use W Control Tyres in any Session other than qualifying and a race at any time.
- 17.5.2 A Car is only permitted to use W Control Tyres in qualifying or a race if that Session has been declared wet by the RD.

D17.6 General Prescriptions - Transfer and Disposal of Control Tyres

- 17.6.1 A Team wishing to dispose of some or all their Control Tyres, must return them to Dunlop at an Event, unless otherwise approved by the GMM.
- 17.6.2 A Competitor who is Transferring a Car may, with the approval of the GMM transfer such Control Tyres allocated to the Car as detailed on the Transfer Form as contained in Division F.
- 17.6.3 Unless otherwise approved by the GMM, Teams must not, under any circumstances, attempt to sell, give, lend, exchange or otherwise dispose of any Control Tyre to any other Team, person or entity.
- 17.6.4 If a TRC is sold or undergoes a change of control to another Team which includes the sale of a Car, the Control Tyre bank associated with that Car is required to be transferred with the TRC.
 - 17.6.4.1 If a TRC is sold or undergoes a change of control to another Team which does not include the sale of a Car, the Team that was in control of the TRC prior to the sale or change of control will be entitled to retain a maximum of four (4) Control Tyres allocated to that Car.
- 17.6.5 If a TRC is returned to Supercars, the Control Tyre bank associated with that TRC is required to be returned to Dunlop.

D17.7 Specific Prescriptions - VCS Tyre Allocation, Usage, Order and Payment

- 17.7.1 Unless otherwise provided in Supplementary Regulations, the Table in this Rule sets out the maximum number of Dry Control Tyres for an Event.
- 17.7.2 Unless otherwise specified in the Rules, the columns in the Table headed "Pre-Marked" indicate the maximum number of pre-marked Dry Control Tyres that are permitted to be used for that Event.
 - 17.7.2.1 They may be used for all practice and warm-up Sessions and any other promotional activities with the approval of the GMM.
- 17.7.3 All Control Tyres used at a fly away Event, other than travel Control Tyres will be stripped by Dunlop and may be returned to Australia by sea freight for inclusion in the Teams' tyre bank.

TABLE D17.7

EVENT NO	CIRCUIT	EVENT ALLOCATION				DAY			
		Pre-Marked	Event Marked		Total including pre-marked				
		TYPE & NO.			T	F	S	S	
1	Mount Panorama Circuit (Bathurst 500)	8H	32H	24W				40	
2	Albert Park Grand Prix Circuit	4S	28S	24W				32	
3	Taupō International Motorsport Park		36S	32W				36	
4	Wanneroo Raceway	8S	28S	24W				36	
5	Hidden Valley Raceway	8SS	28SS	24W				36	
6	Reid Park Street Circuit	8S	32S	24W				40	
7	Sydney Motorsport Park	4S	32S	28W				36	
8	Symmons Plains International Raceway	8SS	28SS	28W				36	
9	Sandown International Raceway	4SS	32SS	32W				36	
10	Mount Panorama Circuit	8S	52S	40W				60	
11	Surfers Paradise Street Circuit	8S	32S	28W				40	
12	Adelaide Parklands 2 Circuit	8S	32S	24W				40	

17.7.4 Payment for the supply of H, S and SS Control Tyres will be deducted from Teams' appearance money by Supercars at the end of each month. This deduction will be made for all of the Control Tyres that have been allocated at any Event that occurred during the preceding month.

17.7.5 W Control Tyres must only be ordered from and be paid for directly by the Team to Dunlop Motorsport.

17.7.6 Prior to the first Event of the Season, each Team is required to order and receive twelve (12) new H Control Tyres, twenty (20) new S Control Tyres and sixteen (16) new SS Control Tyres for each Car, only for the purpose of Testing at a Test Day and/or as pre-marked Control Tyres at an Event.

17.7.6.1 All orders must be transacted through the Supercars Portal and full payment is required prior to Dunlop Tyres dispatching.

- 17.7.7 Upon entering into a new TRC or having purchased a TRC without purchasing a Car belonging to the Transferor, each Team will, subject to final approval of Supercars, be permitted to purchase a maximum of sixteen (16) new Control Tyres only for the purpose of Testing at a Test Day or practice at an Event.
- 17.7.7.1 All orders must be transacted through the Supercars Portal and full payment is required prior to Dunlop Tyres dispatching.
- 17.7.8 A Team with a Rookie Driver and Rookie Driver (second year) will also be permitted to purchase, eight (8) new H or S Control Tyres for each Rookie Driver Test Day. The maximum number of new H or S Control Tyres that a Team may purchase in a year is twenty-four (24).
- 17.7.8.1 These Control Tyres are only permitted to be used for Testing at a Rookie Test Day.
- 17.7.8.2 All orders must be transacted through the Supercars Portal and full payment is required prior to Dunlop Tyres dispatching.
- 17.7.9 Dunlop will mark tyres as two (2) groups:
- 17.7.9.1 The “Pre-Marked” Control Tyres and “Event Marked” Control Tyres as listed in table D17.7.9 will be marked separately by Dunlop before the commencement of practice 1 as PRAC and are not permitted to be used in qualifying or race Sessions.
- 17.7.9.2 the remaining “Event Marked” Control Tyres will be marked RACE when fitted by Dunlop for use in all Sessions.

Table D17.7.9

EVENT NO	CIRCUIT	EVENT HANDBACK ALLOCATION	
		TYPE & NO.	
		Stamped PRAC by Dunlop	
		Pre-Marked	Event Marked
1	Mount Panorama Circuit (Bathurst 500)	8H	4H
2	Albert Park Grand Prix Circuit	4S	8S
3	Taupō International Motorsport Park		8S
4	Wanneroo Raceway	8S	4S
5	Hidden Valley Raceway	8SS	4SS
6	Reid Park Street Circuit	4S	8S
7	Sydney Motorsport Park	4S	4S
8	Symmons Plains International Raceway	8SS	4SS
9	Sandown International Raceway	4SS	8SS
10	Mount Panorama Circuit	8S	4S
11	Surfers Paradise Street Circuit	8S	4S
12	Adelaide Parklands 2 Circuit	8S	4S

17.7.10 Unless otherwise specified in the Supplementary Regulations, only the amount of Wet Control Tyres listed in the Table D17.7 headed “Event Marked” are permitted to be used for qualifying and race Sessions.

D17.8 Specific Prescriptions – Dunlop Series Tyre Allocation, Usage, Order and Payment

17.8.1 Unless otherwise provided in Supplementary Regulations, the Table in this Rule sets out the maximum number of Dry Control Tyres for a Round.

17.8.1.1 Unless otherwise specified in the Supplementary Regulations, from the commencement of qualifying, only eight (8) W Control Tyres are permitted to be used.

TABLE 17.8

Round	Circuit	Round Allocation		
		Pre-Marked	Entry Allocated	
1	Mount Panorama Circuit (Bathurst 500)	8H	8H	8W
2	Wanneroo Raceway	8H	8H	8W
3	Reid Park Street Circuit	8H	8H	8W
4	Sandown International Motor Raceway	8H	8H	8W
5	Mount Panorama Circuit	8H	8H	8W
6	Adelaide Parklands 2 Circuit	8H	8H	8W

17.8.2 At each Round, each Team must place the sets of H Control Tyres they intend to use as pre-marked Control Tyres on their Car in front of the Car’s Paddock Garage Bay at the time specified in the Supplementary Regulations for marking by a Dunlop representative.

17.8.3 Unless otherwise specified in the Supplementary Regulations, from the commencement of practice, only the sixteen (16) H Control Tyres allocated for the Round are permitted to be used.

17.8.4 Submission of an Entry Form by a Team to Supercars will be deemed to be confirmation by that Team of its Control Tyre requirements for the Round to which the Entry Form relates.

17.8.5 Payment for the supply of Round allocated Control Tyres must be received by Supercars no later than seven (7) days prior to the commencement of a Team’s first Round to which the Entry Form relates.

17.8.5.1 Any Team failing to meet the payment deadline will not be supplied with any Control Tyres for that Round/s.

17.8.6 Any Dunlop Series Team that is the recipient of an Automatic Entry, will receive Round allocated Control Tyres free of charge for the first and subsequent consecutive Rounds in which they Compete.

17.8.6.1 A Dunlop Series Team that does not Compete in consecutive Rounds will be required to comply with the standard Dunlop Series payment terms for their next and subsequent Rounds.

- 17.8.7 Any Dunlop Series Team that has paid the first instalment of the Entry Registration fee and attends every Round, will be permitted to purchase a maximum of forty-four (44) H new Control Tyres, for each Car, solely for:
- 17.8.7.1 Testing; and/or
 - 17.8.7.2 Non-Testing Track Activities; and/or as
 - 17.8.7.3 Pre-marked Control Tyres at a Round; and/ or
 - a) All orders must be transacted through the Supercars Portal and full payment is required prior to Dunlop Tyres dispatching.
- 17.8.8 A Dunlop Series Team with a Rookie Driver – DS2 or Rookie Driver – DS3 will also be permitted to purchase, eight (8) new H Control Tyres for each Rookie Driver Test Day. The maximum number of new H Control Tyres that a Team may purchase in a year is twenty-four (24).
- 17.8.8.1 These Control Tyres are only permitted to be used for Testing at a Rookie Test Day.
 - 17.8.8.2 All orders must be transacted through the Supercars Portal and full payment is required prior to Dunlop dispatching tyres.
- 17.8.9 A Dunlop Series Team which is a new entry or a Dunlop Series Team that enters an additional Car will also be permitted to purchase, eight (8) new H Control Tyres at the start of the Season to create a tyre bank.
- 17.8.9.1 These eight (8) H Control Tyres are only permitted to be used for Testing at a Test Day.
 - 17.8.9.2 All orders must be transacted through the Supercars Portal and full payment is required prior to Dunlop dispatching tyres.
- 17.8.10 Any Dunlop Series Team that submits Round by Round entries will be permitted to purchase eight (8) new H Control Tyres, for each Round entered, up to a maximum of twenty-eight (28) H new Control Tyres, for each Car, solely for:
- 17.8.10.1 Testing; and/or
 - 17.8.10.2 Non-Testing Track Activities; and/or as
 - 17.8.10.3 Pre-Marked Control Tyres at a Round; and/or
 - a) All orders must be transacted through the Supercars Portal and full payment is required prior to Dunlop Tyres dispatching.

D18. CONTROL DAMPER

D18.1 Control Damper VCS

- 18.1.1 VCS Teams will be restricted to three (3) car sets of Control Damper per TRC as specified in the GSD during the duration of the Control Damper supply agreement (subject to D18.1.2.3 and D18.1.4).
- 18.1.2 At the beginning of each Season, each Team will be required to submit a list of all Control Damper's (via damper serial numbers in the Control Damper Logs) that they maintain for that Season.
- 18.1.2.1 It will only be permitted to list a maximum of three (3) Control Damper sets per TRC.
- 18.1.2.2 Control Damper sets can be shared within a Team.
- 18.1.2.3 Control Dampers can only be removed and replaced from the Control Damper list upon receiving the prior written approval of the GMM, following confirmation the Control Damper cannot be repaired due to terminal damage.
- 18.1.3 Each Team will be required to complete and lodge a Control Damper log for each TRC via the Portal.
- 18.1.3.1 The completed log, in its entirety, must be submitted to the GMM by 1600hrs AEST of the Friday in the week immediately following an Event. Failure to accurately complete and submit a Control Damper Log by the specified time will be a breach of the Rules.
- 18.1.4 Once a Control Damper has been sealed by the Control damper supplier, it will be required to achieve a minimum of 5000km of mileage in a Car before it can be sent to the Control Damper supplier for servicing.
- 18.1.4.1 Reaching the 5000km requirement does not carry over from Season to Season before a rebuild is permitted.
- 18.1.4.2 It is not required for the Control Damper mileage to be consecutive.
- 18.1.4.3 Once a Control Damper has been sealed, the seals must always remain intact and legible. These seals must only be removed by the Control Damper supplier.
- 18.1.5 In exceptional circumstances, the GMM may allow a Control Damper to be rebuilt before reaching 5000km.

D18.2 Control Damper Dunlop Series

- 18.2.1 Dunlop Series Teams Competing in DS2 will be restricted to three (3) car sets of Control Damper per entry as listed in Schedule G1.2 during the duration of the Control Damper supply agreement (subject to D18.1.2.3 and D18.1.4).
- 18.2.2 At the beginning of each Dunlop Series Season, the Teams will be required to submit a list of all Control Damper's (via damper serial numbers in the Control Damper Logs) that they maintain for that Season.
- 18.2.2.1 It will only be permitted to list a maximum of three (3) Control Damper sets per entry.
- 18.2.2.2 Control Damper sets can be shared within a Team.
- 18.2.2.3 Control Dampers can only be removed and replaced from the Control Damper list upon receiving the prior written approval of the CTM, following confirmation the Control Damper cannot be repaired due to terminal damage.
- 18.2.3 Once a Control Damper has been sealed by the Control damper supplier, the seals must always remain intact and legible. These seals must only be removed by the Control Damper supplier.

D19. COMPONENT CHANGES

D19.1 General Prescriptions - Engine Change

- 19.1.1 At the beginning of each Season, engine suppliers will be required to submit a list of all engines (via engine numbers in the Engine Logs) that they maintain for that Season.
- 19.1.1.1 It will only be permitted to list a maximum of four (4) engines per two (2) TRC's that form a 'Team' as defined by the Teams Championship.
- 19.1.1.2 Engines can only be removed or added from the engine list with prior written approval of the GMM. Examples include reaching maximum engine mileage and /or engine failure.
- 19.1.1.3 Upon prior written approval of the GMM, a Team or Group in possession of a surplus engine is permitted to allocate one (1) engine (via engine number in the engine log) for the purpose of a Wildcard campaign including associated activities (Wildcard testing and ride days).
- 19.1.2 Once an engine has been sealed by Supercars, it will be required to achieve a minimum engine mileage of:
- 19.1.2.1 5000km in a VCS Car before seal removal will be permitted for a minor service.
- 19.1.2.2 8000km in a VCS Car before seal removal will be permitted for a major service.
- a) Definition of minor and major service is listed in the relevant ESD.
- 19.1.2.3 It is not required for the engine mileage to be consecutive.
- 19.1.2.4 The penalty for not achieving the required minimum engine mileage will be (ten) 10 grid positions for the next race.
- 19.1.3 Once an engine has been sealed, the seals must always remain intact and legible. These seals must only be removed by the GMM or with the prior written approval of, and subject to the conditions of, the GMM.
- 19.1.4 Upon prior written approval of the GMM, an engine may be dismantled for the purpose of repairing fluid leaks and or visual inspection. Provided the engine is dismantled and reassembled under the supervision of the GMM and no other mechanical work is to be carried out, other than the repairing of a fluid leak by the replacement of gaskets and seals (piston rings will not be considered as seals in this situation), the engine will be resealed and will not be deemed to have had the seals removed and the engine mileage will continue to accumulate.
- 19.1.5 In the event of an engine component supply issue, a Team may request the written approval of the GMM to remove the engine seal(s) to replace that component only.
- 19.1.5.1 In these cases, supporting documentation will be required. If approved, and providing the engine is dismantled and reassembled under the supervision of the GMM and no other mechanical work is carried out then the engine will be resealed and will not be deemed to have had the seals removed and the engine mileage will continue to accumulate.
- a) If the required replacement component can increase engine performance over the component replaced, the request will be denied.

- 19.1.6 Following an application via the Supercars Portal and receipt of approval of the GMM, an engine maybe dismantled for the purpose of repairing crash damage. Providing the engine is dismantled and reassembled under the supervision of the GMM and no mechanical work is carried out other than the repairing the damage from a crash then the engine will be resealed and will not be deemed to have had the seals removed and the engine mileage will continue to accumulate.
- 19.1.7 In exceptional circumstances, the GMM may allow an engine to be rebuilt without penalty.
- 19.1.8 During an Event, the engine fitted to a Car must not be changed without the prior written approval of the GMM following an application via the Supercars portal. The approval to change an engine will only be given if the reason for the change can be verified.
- 19.1.9 For the avoidance of doubt, an engine change is defined as:
 - 19.1.9.1 The removal and replacement of an engine from a Car; or
 - 19.1.9.2 The breaking of any seals attached to the engine so as to allow the removal of either the cylinder head/s or the sump.
- 19.1.10 If an engine change is approved by the GMM, the replacement engine must be sealed and recorded by the GMM prior to its use. It is the responsibility of each Competitor to ensure that this seal remains intact and is legible at all times.

D19.2 General Prescriptions - Transaxle Change

- 19.2.1 During an Event, the transaxle fitted to a Car must not be changed without the prior written approval of the GMM following an application via the Supercars portal. The approval to change a transaxle will only be given if the reason for the change can be verified.

D19.3 General Prescriptions – Brake Blanking

- 19.3.1 Brake blanking components as listed in the VSD for each make of Car listed in Rule C1.2.1 are only permitted to be used or changed in accordance with the below table:

Blanking %	Session		
	Practice	Qualifying	Race
0%	0%	0%	0%
25%	25%	25%	
50%	50%	50%	

D20. BRAKE CHANGES

D20.1 Front Brake Rotor Restrictions - VCS

20.1.1 Outside Team Testing activities, the Table in Rule D20.1.2.2 outlines the per Car allocation of front brake rotors and brake pad sets during the 2024 Championship Season Events.

20.1.2 Each Team will be required to complete and lodge a front brake rotor log for each TRC via the Portal. The completed log, in its entirety, must be submitted to the GMM prior to the Competitors Authorised Representatives Briefing in the week each Event is held. Failure to accurately complete and submit a front brake rotor log by the specified time will be a breach of the Rules.

20.1.2.1 At an Event, subject to prior approval of the GMM on the grounds of safety, additional brake rotors or brake pads previously nominated on the Teams 2024 Front Brake Rotor and Front Brake Pad Log will be permitted.

20.1.2.2

Event	Pre-Marked per Car		Event allocation per Car	
	Brake Rotor	Pad set	Brake Rotor	Pad set
Mount Panorama Circuit (Bathurst 500)			2	2
Albert Park Grand Prix Circuit			1	1
Taupō International Motorsport Park			1	2
Wanneroo Raceway			1	2
Hidden Valley Raceway			1	1
Reid Park Street Circuit			1	2
Sydney Motorsport Park			1	1
Symmons Plains International Raceway			1	2
Sandown International Raceway	1 (P1-4 only)	1 (P1-4 only)	1	2
Mount Panorama Circuit	2 (P1-6 only)	2 (P1-6 only)	2	3
Surfers Paradise Street Circuit	1 (P only)	1 (P only)	1	2
Adelaide Parklands 2 Circuit	1 (P only)	1 (P only)	1	1

D20.2 Front Brake Rotor Restrictions – Dunlop Series

20.2.1 Outside Team Testing activities, the Table in Rule D20.2.3.1 outlines the per Car allocation of front brake rotors and brake pad sets (as specified in Schedule G1.5 and Schedule H1.5) during the 2024 Dunlop Series Rounds.

20.2.2 Each Team will be required to complete and lodge a front brake rotor log for each Car via the Portal. The completed log, in its entirety, must be submitted to the CTM prior to the Competitors Authorised Representatives Briefing in the week each Event is held. Failure to accurately complete and submit a front brake rotor log by the specified time will be a breach of the Rules.

20.2.3 At an Event, subject to prior approval of the DOM on the grounds of safety, additional brake rotors or brake pads previously allocated to the Team at a Round will be permitted.

20.2.3.1

Event	Brake Rotor & Brake Pad Set Round allocation per Car
Mount Panorama Circuit (B500)	2
Wanneroo Raceway	1
Reid Park Street Circuit	1
Sandown International Raceway	1
Mount Panorama Circuit	2 (1 set old and 1 set new)
Adelaide Parklands 2 Circuit	1

D21. IN CAR ITEMS

D21.1 Radios and Telemetry

21.1.1 General Prescriptions - Radios and Telemetry

- 21.1.1.1 It is the responsibility of each Competitor to conform to Government legislation which requires that all two-way radios must be operated on frequencies that are registered:
- Within Australia: with the Australian Communications and Media Authority;
 - Within New Zealand: with the Commerce Commission.
- 21.1.1.2 In the case of conflicting frequencies, a Competitor may be required to make adjustments to one or more of their radio frequencies prior to being given approval to use their radio equipment by the GMM.
- 21.1.1.3 It will not be permitted to change any frequency, sub-tone or RAN during an Event without the permission of the GMM.
- 21.1.1.4 Supercars' radio frequency contractor will publish a list of all Team frequencies that are required to be monitored prior to each Event.
- 21.1.1.5 Teams are permitted to use digital radio frequencies or additionally approved alternate frequencies (e.g., DECT / Wi-Fi) for all communications other than Pit to Car and Car to Pit communication.
- 21.1.1.6 Each Car is limited to six (6) approved devices. (e.g., DECT / Wi-Fi) and each device is only permitted to use one (1) timeslot.
- 21.1.1.7 Other than when a Car is in its garage, a Team is not permitted to communicate with a Driver during any Session using any frequency or electronic means other than the published frequencies detailed in D21.1.1.4.
- 21.1.1.8 As part of compliance with Rule E8.4, all Pit to Car and Car to Pit communication must be made in a clear and unobstructed manner to enable listening access only to the communications. For the sake of clarity, "listening access" includes, but is not limited to, speaking only in the English language.
- 21.1.1.9 No Competitor shall be permitted to possess, own or operate any radio equipment/ approved devices of any kind at an Event venue that is or may be capable of transmitting on any frequency whatsoever other than those allocated to the Competitor by Supercars for that Event.

21.1.2 Specific Prescriptions - Radios and Telemetry

21.1.2.1 VCS Teams

- All Pit to Car and Car to Pit communication must be via the digital frequency, RAN and Unit Identification address as supplied by the Supercars radio frequency contractor.
- At all times the Car to Pit and Pit to Car communication must have unit identification addresses. The Unit identification addresses as per below must be displayed whilst transmitting (example using Car number 00):

Channel	Identification	Description
e.g. 500	C00	In-Car Radio
e.g. 501	C00 Eng	Race Engineer talking to Car 00
e.g. 502	C00 CC	Car Controller talking to Car 00 during Pit Stops
e.g. 503-599	Team Radio's	Team to name as required

- c) Unless otherwise advised by Supercars, the only telemetry system that is permitted to be used in the VCS, is that supplied and distributed by Supercars.

21.1.2.2 Dunlop Series Teams

- a) All Pit to Car and Car to Pit communication must be via digital frequencies.
- b) At the time of completing the Entry Registration Form, each Dunlop Series Competitor must provide details of all the radio frequencies to be used by their Team.
- c) Any Dunlop Series Competitor that has changed any of their radio frequencies from those nominated on the Entry Registration Form, must notify Supercars on or before the Monday preceding the Event at which the change of radio frequencies applies.
- d) Each Dunlop Series Team must provide its telemetry radio modem network frequencies and all associated addressing and channel hopping patterns to the Supercars radio frequency contractor on or before the Monday preceding an Event.
- e) It is not permitted to change any telemetry frequencies during the Round without permission of the GMM.

21.1.2.3

D21.2 Cameras

21.2.1 No in-Car camera other than those fitted by personnel authorised by the broadcaster or those required by Supercars, and fitted in accordance with the Rules are permitted without prior written approval of the GMM. This includes any camera mounted to the Car and/or the body or helmet of the Driver or a passenger in Event rides.

D21.3 Judicial In-Car Cameras

21.3.1 VCS Cars entered in an Event must carry a fully operational digital video camera and recording device, SD Card or USB device and any associated camera equipment that may be required to ensure the full functionality and recording capability of the camera in all Sessions.

21.3.2 VCS Teams are required to use the MoTeC HD2 18220 camera system as supplied and configured by MoTeC.

21.3.2.1 The camera system must be installed as specified and in accordance with the GSD.

21.3.2.2 The onscreen graphics display for replays is configured by MoTeC, and not permitted to be modified by a Team.

21.3.2.3 The Car Number constant and the GPS time offset and the VBox Session number must be set correctly.

Example below:



- 21.3.3 Dunlop Series Teams are required to supply their own camera that records in high definition on the SD Card or USB device.
- 21.3.3.1 The Mounting bracket used must be approved by the GMM.
 - 21.3.3.2 The camera and its associated equipment will be installed in the Car with the camera pointed in a forward direction, with a field of vision sufficiently wide to record clearly, and without obstruction, the Driver's view of the Race Track ahead.
 - 21.3.3.3 Teams may be required to adjust the position of the camera at the direction of the DOM.
 - 21.3.3.4 Dunlop Series SD Cards or USB device must remain in the camera for 30 minutes after a Dunlop Series Session has ended, unless a Supercars Official has requested it.
- 21.3.4 The SD Cards or USB device must have the relevant Competition number clearly and indelibly marked on them. If there are multiple SD Cards or USB devices in use for a Car, each SD Card or USB device must be labelled with a letter (a, b, c etc). Example: 1a, 1b.
- 21.3.5 The Team will be required to ensure that the camera is switched on and functioning in the correct manner prior to the Car entering the Circuit for all Sessions.
- 21.3.6 Access to the camera, it's applicable SD card or USB device and corresponding recordings must be provided to Supercars Officials at any time upon request.
- 21.3.7 Once installed, no person other than authorised Supercars Officials shall handle the camera, other than to remove and replace the SD Card or USB device.
- 21.3.8 When requested to do so, a Team must immediately provide the SD Card or USB device to the RD, DRD or Supercars Official.
- 21.3.9 At all times the vision recorded remains the property of Supercars.
- 21.3.10 Teams are permitted to access and view the vision recorded by the camera on the basis that:
- 21.3.10.1 The vision is strictly for private, internal Team purposes; and

21.3.10.2 It is strictly prohibited for anyone other than Supercars to sell, license, broadcast, publish, commercially exploit or otherwise publicly display or distribute the vision in anyway whatsoever, including via internet.

21.3.11 Footage is not permitted to be deleted during the Event from any SD Card or USB device without the written permission of the GMM (VCS) or DOM (Dunlop Series).

D21.4 Judicial Pit Boom Cameras

21.4.1 VCS Teams are required to install a single camera centrally located on a Teams Pit Boom that records in high definition for the purpose of filming only that Team's Pit Bay during a Pit Stop.

21.4.1.1 The Team will be required to ensure that the camera is switched on, recording and functioning in the correct manner prior to their Car entering the Circuit for all Sessions.

21.4.2 The camera and its associated equipment will be installed on the Teams Pit Boom with the camera pointed only on the corresponding Teams Pit Bay, with a field of vision sufficiently wide to record clearly, and without obstruction, the corresponding Teams Pit Bay before, during and after a pit stop.

21.4.2.1 It is not permitted for a Judicial Pit Boom Camera to have visibility of another Teams Pit Bay

21.4.2.2 Teams may be required to adjust the position of the Judicial Pit Boom Camera at the direction of the GMM.

21.4.2.3 The Mounting bracket used must be approved by the GMM.

21.4.3 Access to the Judicial Pit Boom Camera and corresponding recordings must be provided to the RD, DRD or Supercars Official on an SD card or USB stick at any time upon request.

21.4.4 At all times the vision recorded remains the property of Supercars.

21.4.5 Teams are permitted to access and view the vision recorded by the camera on the basis that:

21.4.5.1 The vision is strictly for private, internal Team purposes; and

21.4.5.2 It is strictly prohibited for anyone other than Supercars to sell, license, broadcast, publish, commercially exploit or otherwise publicly display or distribute the vision in anyway whatsoever, including via internet.

21.4.6 Footage recorded by a Judicial Pit Boom Camera is not permitted to be deleted during the Event without the written permission of the GMM.

D21.5 Tools

21.5.1 All tools necessary for the removal of the front and rear bumper bars and roof hatch must be securely attached to the passenger side anti intrusion bar and be clearly identifiable to any Official.

D21.6 Automatic Timing – Dorian Data 1 Transmitter

21.6.1 Event organisers utilise an automatic timing system which requires all VCS Cars to be fitted with a TX16K-Multi-DDL and Dunlop Series Cars to be fitted with a Dorian Data 1 transmitter or Dorian TX16K-Multi-DDL.

a) Dorians are the responsibility of each Competitor to obtain and maintain in working order.

21.6.2 At all times when a Car is on the Circuit at an Event, it must have the correct operational Data 1 timing transmitter operating, and fitted in the following position:

21.6.2.1 VCS Supercars Datum

a) As specified and in accordance with the GSD

21.6.2.2 Dunlop Series Supercars Datum

a) $X = +1055 \text{ mm } (\pm 5 \text{ mm})$

b) $Y = -553 \text{ mm } (\pm 5 \text{ mm})$

c) To the centre of the transmitter and on the underside of the floor.

d) In the orientation as detailed in the Design.

21.6.3 Each Team may be required to have an operating Dorian timing transmitter fitted to their Car at a Test Day.

21.6.3.1 On any Test Day when this is required, the Dorian timing transmitter must be operating for the entire day.

D21.7 VCS Driver Identification

21.7.1 Each Car must be equipped with a Dorian Driver identification system.

21.7.2 This system must be correctly operating at all times when the Car is on the Circuit.

D22. COMMUNICATION TO TEAMS

D22.1 Communication Types

22.1.1 In addition to any of the signals indicated in the Rules, the RD may use any of the following communication mediums to advise Competitors of any matters he deems relevant:

22.1.1.1 Race Management Channel; and/or

22.1.1.2 The instant messenger service (VCS only); and/or

22.1.1.3 Indirect communication through any of the Supercars Officials; and/or

22.1.1.4 The timing screen; and/or

22.1.1.5 Race Management Software.

D22.2 Requirement to Monitor Communications

22.2.1 A Team must monitor, on a strictly listening only basis, the RMC on their radio's.

22.2.2 VCS Teams must be logged onto and monitor the instant messenger service at each Event.

D23. SAFETY DEVICES AND APPAREL - GENERAL PRESCRIPTIONS

D23.1 Helmets and FHR Device

- 23.1.1 It is compulsory that, at all times when a Car is on the Circuit during a Session, the Driver must be wearing;
- 23.1.1.1 A helmet as listed in the [FIA Technical List No. 33](#) (FIA 8860) or [Technical List 69](#) (8860-2018), that is securely done up.
 - 23.1.1.2 A correctly attached FHR device as listed in [FIA Technical List No. 29](#).
- 23.1.2 Any modification to the helmet other than those permitted by the manufacturer and /or one of the FIA listed Standards Organisations which certified the helmet specification will render the helmet non-compliant.
- 23.1.3 Decoration of helmets is potentially dangerous to the integrity of the helmet, and Competitors are warned that the use of any paint or solvent on an approved helmet is hazardous and may render the helmet non-compliant for the purposes of these regulations.

D23.2 Safety Harness

- 23.2.1 While a Car is on the Circuit during a Session, the Driver must:
- 23.2.1.1 Have the Safety Harness properly fastened; and
 - 23.2.1.2 May only unfasten the Safety Harness when the Car has come to a complete stop.

D23.3 Drivers Apparel

- 23.3.1 While a Car is on the Circuit during a Session, the Driver must be wearing the following items homologated to FIA 8856-2000 or 8856-2018 Standard and compliant with the [FIA ISC Appendix L](#) – Chapter III – Driver’s Equipment:
- 23.3.1.1 Overalls; and
 - 23.3.1.2 Long under garments; and
 - 23.3.1.3 Balaclava; and
 - 23.3.1.4 Socks; and
 - 23.3.1.5 Shoes; and
 - 23.3.1.6 Gloves.
- 23.3.2 While a Car is on the Circuit during a Session, the Driver may wear a cooling garment, either:
- 23.3.2.1 Homologated to FIA 8856-2000 or 8856-2018 Standard; or
 - 23.3.2.2 Which is manufactured from predominately non-flammable materials, maybe short sleeved; and
 - a) Must be worn over the top of the long under garments homologated to FIA 8856-2000 or 8856-2018 Standard.
 - 23.3.2.3 The Driver cooling garment is not included as part of the Driver’s weight.
- 23.3.3 The only substances which are permitted to be used in any cooling garment worn by a Driver are:
- 23.3.3.1 plain water; or
 - 23.3.3.2 a solution of plain water with no more than 5% Propylene Glycol (C₃H₈O₂); or
 - 23.3.3.3 air at atmospheric pressure.
- 23.3.4 Cooling garments must not require the saturation of the garment in order for them to function.

D23.4 Team Member Apparel

- 23.4.1 Apparel made from synthetic materials (except nomex or similar flame retardant materials) should not be worn by any Team member who is working on a Car.
- 23.4.2 Race where Refuelling is not permitted:
- 23.4.2.1 All Team members in Pit Lane must wear a minimum of:
- shoes and socks; and
 - short pants; and
 - at least a short-sleeved shirt; and
 - must be neatly attired.
- 23.4.3 Practice, qualifying, warm-up or an Event Ride session where Refuelling is not permitted:
- 23.4.3.1 Team members may wear shorts in Pit Lane unless otherwise advised in the Supplementary Regulations.
- 23.4.4 Session where Refuelling is permitted – all Designated Pit Crew must wear:
- 23.4.4.1 Overalls, balaclava, socks and gloves which comply with the requirements of the FIA 1986 or FIA 8856-2000 or FIA 8856-2018 Standard; and
- 23.4.4.2 Gloves to the standard SFI 3.3 may be used for Pit Stop operations other than by the Refueller and the Fire Attendant;
- All personnel involved in a brake pad or rotor change at any Pit Stop must wear fire resistant gloves;
 - Such gloves need not comply with the requirements of the FIA 1986, FIA 8856 - 2000 or SFI 3.3 Standard; and
- 23.4.4.3 Goggles which cover all exposed areas of skin not covered by the balaclava, or a full-face helmet and visor; and
- 23.4.4.4 Shoes of leather or other flame-resistant materials with soles that must be resistant to fuel and which completely cover the feet and which fit closely around the ankle to minimise the ingress of spilt fuel.
- 23.4.5 Session where Refuelling is permitted – Team Members
- 23.4.5.1 Any Team member that is not a part of the Designated Pit Crew and who are permitted across the Prescribed Line in accordance with the Rules are required to comply with [Rule D23.4.4](#).
- 23.4.5.2 Any Team member permitted across the Prescribed Line in accordance with the Rules are not required to comply with [Rule D23.4.4](#) provided that:
- Their movement is directly to and/or from the Pit signalling wall; and
 - At a time when the Team's Car is not in Pit Lane.
- 23.4.5.3 Any person in the front 50% of the Pit Garage, must wear a minimum of:
- Shoes and socks,
 - Neck to ankle covering, and
 - At least a short sleeved shirt.

D23.5 Apparel - Enforcement

- 23.5.1 Where apparel not complying with the Rules is submitted for scrutineering or, where an Official forms the opinion that a Competitor is intending to use non-compliant apparel, the GMM may impound such apparel for the duration of the Event.

D24. PERFORMANCE AND NON- PERFORMANCE PERSONNEL LIMITS

D24.1 Performance and Non-Performance Personnel

- 24.1.1 [Table D24.3.8](#) outlines the Personnel roles deemed to be “Performance and Non-Performance” related.
- 24.1.2 A person will be deemed to be performance related personnel (“Performance Personnel”) if they:
- 24.1.2.1 Contribute to the performance of a Car; and/or
 - 24.1.2.2 Work on a Car; and/or
 - 24.1.2.3 In any way review or interpret any of the data derived from a Car.
- 24.1.3 The GMM reserves the right to determine any Team member as being Performance Personnel.
- 24.1.4 The GMM’s determination will not be subject to Protest or Appeal.

D24.2 Notification of Performance and non- Performance Personnel

- 24.2.1 At least ten (10) working days prior to the commencement of each Event, the Event Attendance must be provided to the GMM via the “EVENT” menu in the Supercars Portal for each one (1) Car and two (2) Car Team.
- 24.2.1.1 At each Event, a passport size photo with the full name and role of each Performance Personnel including Authorised Representative, and Assistant Authorised Representative, which was submitted by the Team via the “EVENT” menu in the Supercars Portal must be displayed at the rear of the garage where it can be clearly seen from behind the garage.

D24.3 Performance Personnel Limits – Specific Prescriptions

- 24.3.1 Unless otherwise advised in Supplementary Regulations, at each Event, save for an Endurance Event:
- 24.3.1.1 Teams are permitted to have a maximum of thirteen (13) Performance Personnel per two (2) Cars plus Driver/s.
 - 24.3.1.2 A single Car Team will be permitted to have a maximum of nine (9) Performance Personnel for the Car plus Driver.
- 24.3.2 At each Endurance Event:
- 24.3.2.1 Teams are permitted to have a maximum of fifteen (15) Performance Personnel per two (2) Cars plus Driver/s.
 - 24.3.2.2 A single Car Team will be permitted to have maximum of eleven (11) Performance Personnel per Car plus Driver/s.
- 24.3.3 At each Event:
- 24.3.3.1 Teams are permitted to nominate a maximum of one (1) work experience person in a non-performance capacity per Car.
 - a) During the Season, a local TAFE, School, or Registered Training Organisation may provide student/s to the Supercars Motorsport Department for the purpose of gaining work experience at a Supercars Event.

- 24.3.4 At each Event, One (1) Authorised Representative is permitted to be nominated per Competitor.
 - 24.3.4.1 If a Competitor has three (3) or more Cars, the nomination of one (1) additional Authorised Representative is permitted.
- 24.3.5 Where a Team Owner is deemed by Supercars to contribute to the performance of a Car that Team Owner must be nominated as a performance personnel in accordance with [Rule D24.2](#).
 - 24.3.5.1 A Team Owner deemed not to contribute to the performance of a Car, is not required to be listed in accordance with [Rule D24.2](#).
- 24.3.6 Teams are permitted to share personnel within their Team or with other VCS Teams.
- 24.3.7 Contractors and third-party suppliers will be:
 - 24.3.7.1 Required to be listed by a Team as a Performance Personnel if they contribute to the performance of the Car.
 - 24.3.7.2 Excluded from the list if they:
 - a) Supply services to all Teams in the VCS; or
 - b) On application and approval of the GMM
- 24.3.8 The table below outlines some of the personnel who will be counted as Performance Personnel. Supercars may add more personnel to the list by way of clarification.

PERFORMANCE PERSONNEL LIMITS OVERVIEW	
Included as Performance Personnel	Included as Non- Performance Personnel
Authorised Representative	Team Principal/Owners*
Mechanic	Drivers
Engineer	PR, Marketing and promotional personnel
Tyre Technician	Catering staff
Data Analyst	Merchandising staff
	Windscreen repairman
	Sticker applicator
	Dunlop tyres fitters
	Control part service providers
	Communal service providers
	General set-up and cleaning staff

* Refer D24.3.5

D24.4 External Personnel contributing to Performance and working on Car/s

- 24.4.1 No persons other than those specified in [Rule D24.3](#) for an event are permitted to directly contribute to the performance of the car, this includes but is not limited to the following:
 - 24.4.1.1 Receiving telemetry data through repeater, forwarding, imaging or communication from the car is prohibited.
 - 24.4.1.2 Receiving logged data created from the cars data logger, PDM and ECU systems during an event is prohibited.
 - 24.4.1.3 Accessing any device on the car for whatever reason is prohibited.

24.4.2 Communication during an Event:

24.4.2.1 Teams' internal communication system in all forms, including but not limited to wired links, radio, mobile network or internet based systems can only be utilised by Personnel on site at the Event.

24.4.2.2 All Team Personnel on site at the Event are permitted to use telephone and messaging services to contact others as required, this communication must not contravene any regulation.

24.4.3 During an Event, no additional Personnel to those specified in [Rule D24.3](#) are to view and/or open any file, data or video footage from the Event on any computer system connected to a Team's track network or any computer system utilised by a Team at the Event.

D25. TEAM ORDERS**D25.1 Team Orders**

- 25.1.1 Means an instruction to a Driver or Team member, either verbal or otherwise the effect of which may interfere with a race result.
- 25.1.2 It is not permitted for any sponsor, supplier, entity or related entity, including an Automobile manufacturer, importer or their representative to impose or seek to impose Team orders, on any Team.

D26. FUEL AND REFUELLING**D26.1 General Prescriptions - Health and Safety**

26.1.1 Health Warning and Prohibition

- 26.1.1.1 Each Competitor must familiarise themselves with the Material Specification Data Sheet (MSDS) for the Control Fuel.
- 26.1.1.2 It is prohibited to use petrol as a general cleaning and washing agent.

D26.2 General Prescriptions - Safety

26.2.1 Fire Extinguishers

- 26.2.1.1 Each Team must provide a minimum of 2 x 9kg certified and fully functioning dry chemical fire extinguishers, for each of their Cars.

26.2.2 Storage and Handling of Fuel

- 26.2.2.1 Each Team must comply at all times with the requirements for the storage and handling of fuel that is specified in their “Workplace Health and Safety Policy and Procedures Manual”.
- 26.2.2.2 Each Team is required to only use fuel drums supplied by the official fuel supplier for storing and transporting the Control Fuel at an Event.
- 26.2.2.3 Each Team is required to supply an empty Control Fuel drum to the official fuel supplier at the commencement of each Event.
- 26.2.2.4 Each Team’s Control Fuel drums must be clearly labelled with the Team name in black or white letters at a minimum of 100mm in height.
- 26.2.2.5 Each Team must only use Control Fuel containers that comply with Australian Standard AS/NZS 2906, and that are labelled in accordance with the relevant dangerous goods legislation with labels supplied by the official fuel supplier.
- 26.2.2.6 Each Team must ensure that all areas in which their Control Fuel is being stored is suitably protected, adequately ventilated, have unimpeded access and be free of other potentially flammable materials.
- 26.2.2.7 Each Team must provide a minimum of 20 litre spill kit with fuel and oil absorbing capability, for each of their Cars.

26.2.3 Fuel Storage – Maximum Permitted Quantities Per Car

26.2.3.1 Storage for More Than 12 Hours

- a) The maximum quantity of Control Fuel that is permitted to be stored in any location at any time for more than 12 hours is 250 litres.

26.2.3.2 Storage for Less Than 12 Hours

- a) The maximum quantity of Control Fuel that is permitted to be stored in any location and at any time for less than 12 hours is 450 litres.

26.2.4 Each Team is required to have a First Aid Kit including eye wash kit/s that is stored in a dedicated location that remains constant for each Event.

D26.3 General Prescriptions - Control Fuel

26.3.1 The Control Fuel as supplied by the official fuel supplier is the only fuel permitted to be used in a Car.

26.3.2 Each Team must only use the Control Fuel prescribed by Supercars.

- 26.3.2.1 Control fuel will be available for purchase at each Event;
- 26.3.2.2 No substance of any type may be added to the Control Fuel;
- 26.3.2.3 It is not permitted to change the temperature of the Control Fuel;

a) This will be determined against a Control Fuel sample supplied by the official fuel supplier at the request of the GMM.

26.3.2.4 It is not permitted to use any device and/or substance which changes the temperature of the Control Fuel.

26.3.3 Sampling

26.3.3.1 At any time during an Event, the GMM may take fuel samples from any Car and/or containers for comparison against the Control Fuel sample.

26.3.3.2 Any discrepancy between any sample taken and the Control Fuel sample will be referred to the Stewards.

D26.4 General Prescriptions - Fuelling and Refuelling

26.4.1 Fuelling means the transfer of Fuel to or from a Car within the confines of a Pit Garage.

26.4.2 Refuelling means the transfer of Fuel to a Car using a Refuelling Tower.

26.4.3 Fuelling and Refuelling must always be carried out in accordance with the Rules:

26.4.3.1 With a Fire Attendant equipped with a fire extinguisher in accordance with [Rule D26.2.1](#) present and in position; and

26.4.3.2 The Car and all vessels where fuel is being transferred must be earthed to a suitable earth point; and

26.4.3.3 All personnel handling fuel must discharge themselves of static electricity prior to participating in any Refuelling or Fuelling procedures; and

26.4.3.4 Mobile phones must be switched off in the immediate vicinity of the Fuelling or Refuelling procedure.

26.4.3.5 At all times, the pressure in the fuel tank cannot exceed the pressure generated by the Refuelling Tower.

D26.5 Specific Prescriptions - Fuelling

26.5.1 Fuelling must conform at all times to the following requirements:

26.5.1.1 The Car's engine must be switched off; and

26.5.1.2 All Fuelling must be carried out using screw-on or "dry break" type fittings independent of the fuel fitting on the Car.

D26.6 Specific Prescriptions - Refuelling

26.6.1 Refuelling Tower

26.6.1.1 The Refuelling Tower is the Control Refuelling Tower including all ancillary components detailed in [Schedule D5](#).

26.6.1.2 Each Refuelling Tower must bear the Competition number of the Car to which it has been allocated.

26.6.1.3 Unless otherwise permitted by the GMM only the Refuelling Tower allocated to a Car can be used to refuel that Car during a race.

26.6.1.4 The location of the Refuelling Tower for each Event will be provided to the Teams at the Authorised Representatives Briefing.

26.6.1.5 The Refuelling Tower and its installation including its tethering to the Pit Garage must be approved by the GMM prior to any Session in which Refuelling is permitted.

- 26.6.1.6 Filling and refilling of the Refuelling Tower must only take place with the use of a dry break fitting.
- 26.6.1.7 The refilling of a Refuelling Tower is not permitted:
 - a) While a Car is being refuelled from that Refuelling Tower; and/or
 - b) During any race where the scheduled distance is less than 260km.
 - c) During any race where the scheduled distance is less than 260km and once the Car has met the requirements of the CPS, the Refuelling Tower may be refuelled with the permission of the GMM.
- 26.6.1.8 Any filling and refilling of the Refuelling Tower must be conducted in accordance with the relevant State or Territory Occupational Health and Safety Regulations and the Team's "Workplace Health and Safety Policy and Procedures".
- 26.6.1.9 The Refuelling Tower must:
 - a) Not be filled above the 500mm line as marked by the GMM; and
 - b) Not be moved once it has been filled with Control Fuel; and
 - c) Be earthed to a grounding connection for the duration of each Session.
- 26.6.1.10 Refuelling Towers are not permitted to be stored in Pit Lane, spare garages, or breezeways.
- 26.6.2 Refuelling Personnel
 - 26.6.2.1 Refueller/Vent Attendant
 - a) Whose sole task is to hold, operate and control the Refuelling/vent hose.
 - b) The Refueller/vent Attendant may only move the Refuelling/vent hose into Pit Lane a maximum of three (3) minutes prior to any Pit Stop.
 - 26.6.2.2 Deadman's Handle Attendant
 - a) Whose sole task is to operate the fuel cut-off valve on the Refuelling Tower and must not undertake any other work on a Car during the Pit Stop.
 - b) Must only hold the cut-off valve on the Refuelling Tower open for the duration of the Refuelling operation.
 - 26.6.2.3 Fire Attendant
 - a) Whose sole task is to operate the fire extinguisher.
 - b) During any Pit Stop where Refuelling takes place, must not undertake any other task for the duration of the Pit Stop.
 - c) Must be equipped with a fire extinguisher and be positioned at the rear of the Car on the Pit Garage side.
 - d) Must remain in position for the duration of the Pit Stop unless otherwise approved by the GMM.
 - 26.6.2.4 Fuel Level Advisor
 - a) Whose sole task is to monitor the amount of fuel being transferred to a Car.
- 26.6.3 Car Requirements during Refuelling
 - 26.6.3.1 The Car must be stationary at all times during Refuelling.
 - 26.6.3.2 The Car must have all four (4) wheels off the ground while Refuelling is taking place.
 - a) The fuel delivery hose of the Refuelling Tower must be decoupled from the Car prior to the air spike being disengaged allowing the Car to be lowered to the ground.

- b) If a Car is lowered to the ground prior to the fuel delivery hose of the Refuelling Tower being decoupled the Car must be raised immediately and until the Refuelling has been completed and the fuel delivery hose of the Refuelling Tower decoupled.

26.6.3.3 It is highly recommended that the Car should be earthed to a grounding connection during a Pit Stop in which Refuelling takes place.

D26.7 Use of Refuelling Towers

26.7.1 Where an Event is specified in Schedule A2 or the Supplementary Regulations as a Sprint, fuel rigs are not permitted.

26.7.2 A Team is only permitted to use the Refuelling Tower:

26.7.2.1 To practice Pit Stops in Pit Lane, outside of any on-track activity if there is no fuel in the Refuelling Tower.

26.7.2.2 During any Session when Refuelling is permitted;

26.7.2.3 Immediately prior to the start of a race;

26.7.2.4 For checking compliance of a Car's fuel system;

- a) The Refuelling Tower and the Supercars capacity vessel must be located within the Team's Pit Garage for the duration of this checking procedure.

26.7.2.5 For checking flow rate of the Refuelling Tower provided that:

- a) The Refuelling Tower and Car are located within the Team's Pit Garage; and
- b) The Car and all vessels where fuel is being transferred must be earthed to a suitable earth point.

26.7.3 The fuel delivery hose must be purged of air and be full of Control Fuel prior to the 5-minute board at the start of a race.

26.7.3.1 The volume of Control Fuel in the Refuelling Tower at this time will be the starting point for measuring compliance with the Rules.

26.7.4 A Team is not permitted to place any type of cover or shield over the Refuelling Tower during the Event Operating Hours.

26.7.5 A Team is not permitted to drain the Refuelling Tower vent hose when a Car is in the Pit Bay.

26.7.5.1 Draining of the FIA Refuelling Fitting vent hose must take place in the Team's Pit Bay and in view of the Team's Judicial Pit Boom camera. Refer [Rule D21.4](#).

26.7.5.2 The vent hose must only be drained in an approved Dump Churn and using associated equipment as listed in [Schedule D5](#).

26.7.6 A Team is not permitted to drain the FIA Refuelling Fitting fuel delivery hose when a Car is in the Pit Bay.

26.7.6.1 Draining of the FIA Refuelling Fitting fuel delivery hose must take place in the Team's Pit Bay and in view of the Team's Judicial Pit Boom camera. Refer [Rule D21.4](#).

26.7.6.2 Draining of the FIA Refuelling Fitting fuel delivery hose is not permitted during or following a race with a CPS until the Refuelling Tower has been released from Parc Fermé.

26.7.6.3 The fuel delivery hose must be drained in an approved Fuel Drum and using associated equipment as listed in [Schedule D5](#).

SCHEDULE D1. VCS POINT SCORE SYSTEM

EVENT	RACE NO	CLASSIFICATION AND ASSOCIATED CHAMPIONSHIP POINTS																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Mount Panorama Circuit	1	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	2	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Albert Park Grand Prix Circuit	3	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	4	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	5	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	6	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
Taupō Motorsport Park	7	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	8	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Wanneroo Raceway	9	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	10	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Hidden Valley Raceway	11	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	12	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Reid Park Street Circuit	13	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	14	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Sydney Motorsport Park	15	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	16	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Symmons Plains Raceway	17	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	18	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Sandown International Motor Raceway	19	300	276	258	240	222	204	192	180	168	156	144	138	132	126	120	114	108	102	96	90	84	78	72	66	60	54	48	42	36	30
Mount Panorama Circuit	20	300	276	258	240	222	204	192	180	168	156	144	138	132	126	120	114	108	102	96	90	84	78	72	66	60	54	48	42	36	30
Surfers Paradise Street Circuit	21	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	22	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Adelaide Parklands 2 Circuit	23	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	24	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15

SCHEDULE D2. DS2 POINT SCORE SYSTEM

ROUND	RACE NO	CLASSIFICATION AND ASSOCIATED SERIES POINTS																													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Mount Panorama Circuit	1	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	2	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Wanneroo Raceway	1	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	2	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Reid Park Street Circuit	1	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	2	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Sandown International Motor Raceway	1	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	2	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Mount Panorama Circuit	1	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	2	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
Adelaide Parklands 2 Circuit	1	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15
	2	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15

SCHEDULE D3. DS3 POINT SCORE SYSTEM

ROUND	RACE NO	CLASSIFICATION AND ASSOCIATED SERIES POINTS									
		1	2	3	4	5	6	7	8	9	10
Mount Panorama Circuit	1	150	120	96	78	66	57	48	39	30	21
	2	150	120	96	78	66	57	48	39	30	21
Wanneroo Raceway	1	150	120	96	78	66	57	48	39	30	21
	2	150	120	96	78	66	57	48	39	30	21
Reid Park Street Circuit	1	150	120	96	78	66	57	48	39	30	21
	2	150	120	96	78	66	57	48	39	30	21
Sandown International Motor Raceway	1	150	120	96	78	66	57	48	39	30	21
	2	150	120	96	78	66	57	48	39	30	21
Mount Panorama Circuit	1	150	120	96	78	66	57	48	39	30	21
	2	150	120	96	78	66	57	48	39	30	21
Adelaide Parklands 2 Circuit	1	150	120	96	78	66	57	48	39	30	21
	2	150	120	96	78	66	57	48	39	30	21

Schedule D4. AIR IMPACT TOOL AND REGULATOR REGISTER

Air impact tools		Regulators	
Brand	Model	Brand	Model
Chicago Pneumatic	CP 6060 race	Aqua Lung	N/A
Dino Paoli	DP 192 DP 2000 DP 2000S	Harris	825 3500-200/600 HP 750 H2540B-NIT
S.P. Air	SP 1190 SP 9447	Dino Paoli	RGPRSF1
		Gasgep Industries	820500 825003

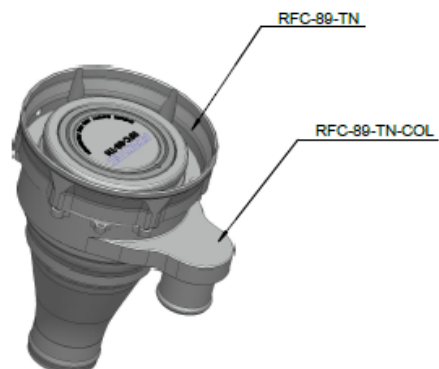
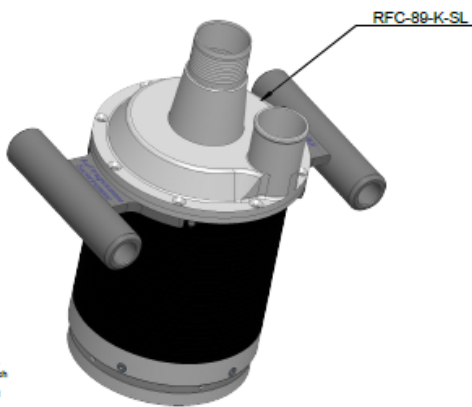
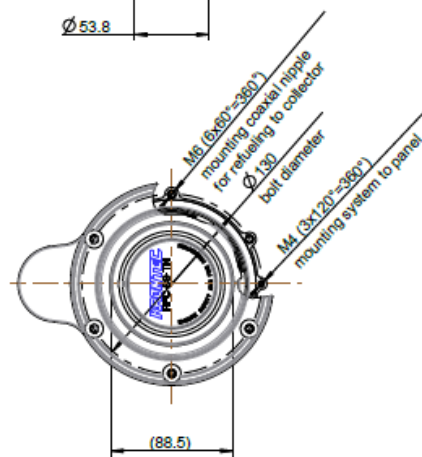
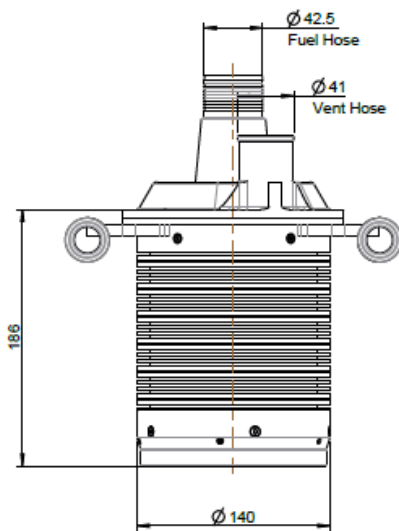
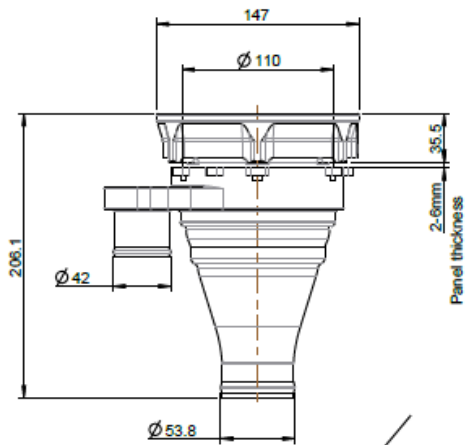
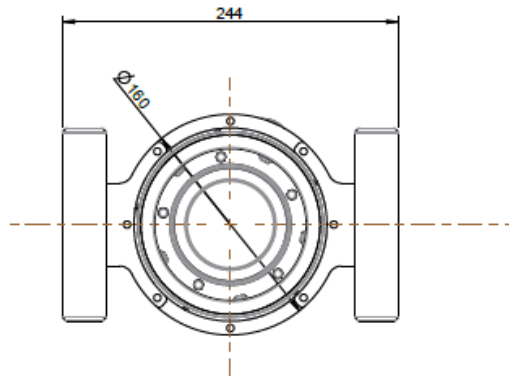
NOTE: Minimum impact gun weight 3.95kgs (not including socket and airline fitting)

SCHEDULE D5. REFUELLING EQUIPMENT

FIA REFUELLING FITTING

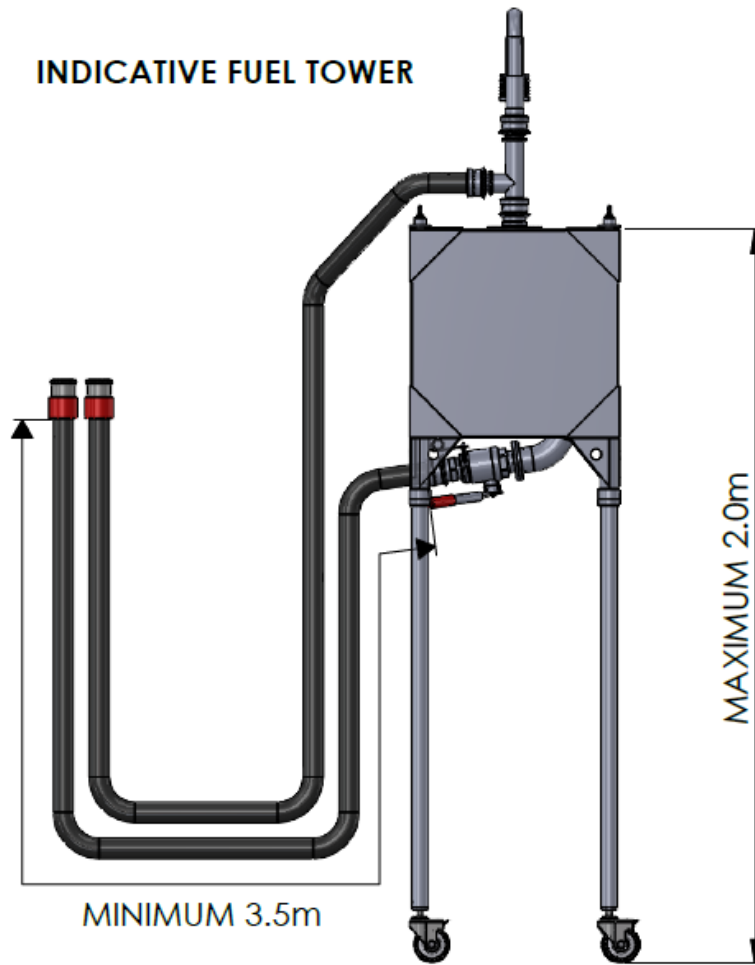
Krontec Part Numbers:

- RFC-89-K-SL
- RFC-89-TN
- RFC-89-TN-COL



gleicher gesetz-
heits In Anspruch
nehmen ohne
jeglicher Toplast
Beton Personen
herauszug mit...

INDICATIVE FUEL TOWER



INDICATIVE FUEL DELIVERY HOSE AND ADAPTOR TO DEADMAN

Pirtek Part Numbers:

- K333D-050-AL ECONOLOK-COUPLER x BSPT FEM

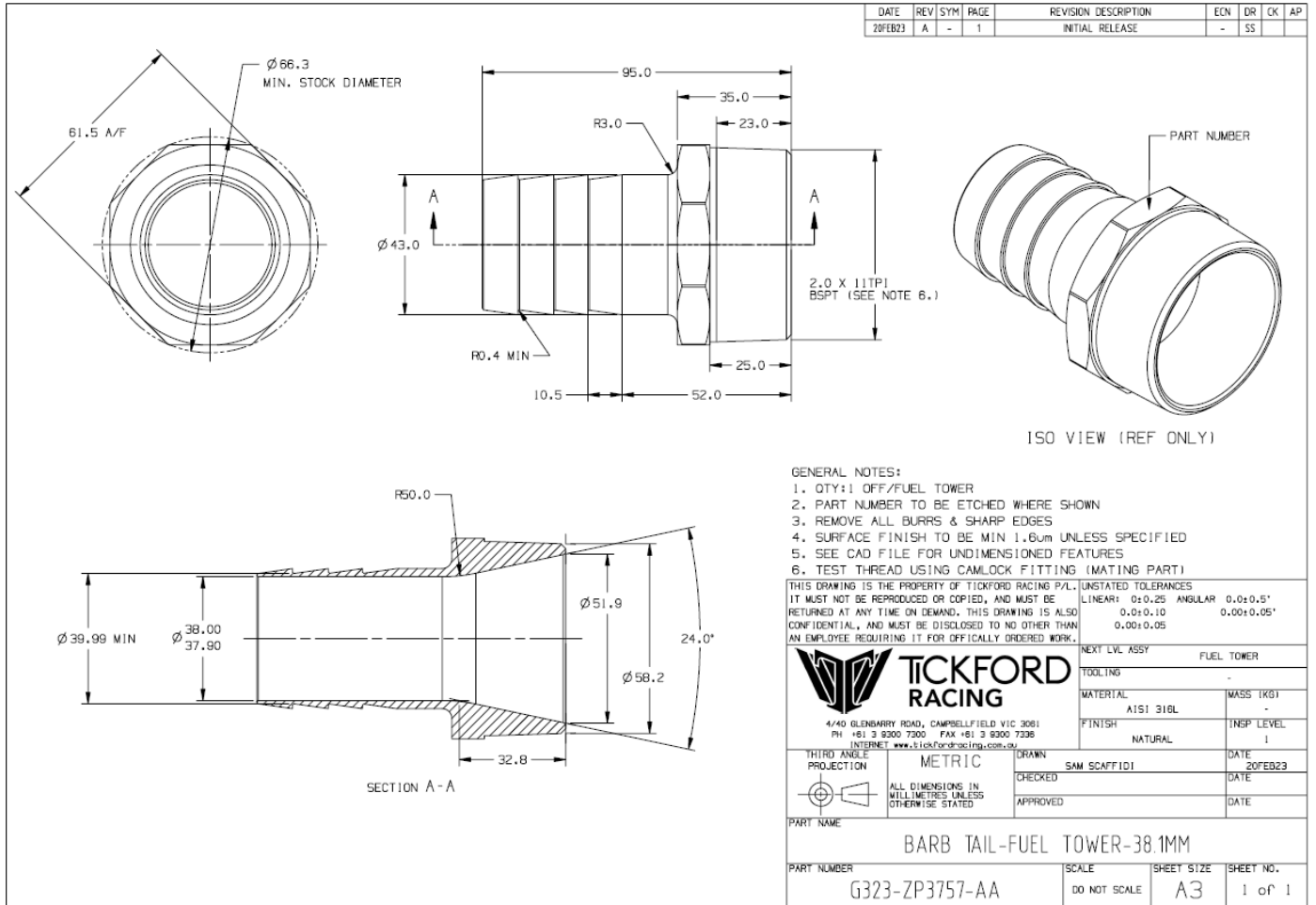
Tickford Part Number:

- G323-ZP3757- AA Barb Tail

Note: Example of the required adaptors for connecting the deadman to the fuel delivery hose.



Note: Drawing for Tickford Part Number - G323-ZP3757- AA Barb Tail



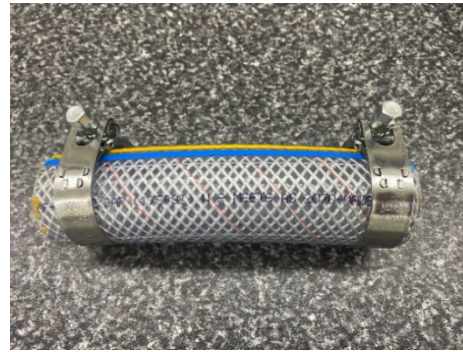
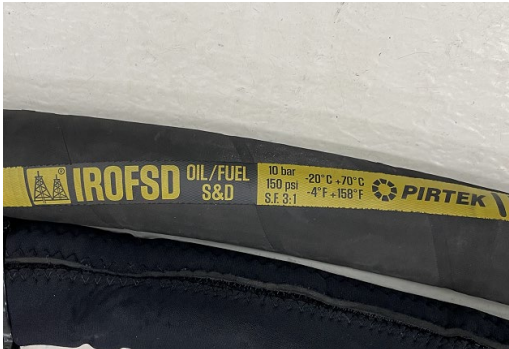
- Modifying of any part is not permitted without the prior written approval of Supercars.
- A reference sample will be retained by Supercars for comparison at any time.

INDICATIVE VENT DELIVERY HOSE AND ADAPTOR TO REFUELLING TOWER

Pirtek Part Number:

- Hose
 - Part-IROFSD-038020 encased in the Pirtek branded Fuel Delivery Hose Velcro wrap.
 - IPCF-038

Note: Example of the required Vent Hoses for connecting the FIA Refuelling Fitting to the Fuel Tower.



Note: Example of the required Pirtek branded Fuel Delivery Hose Velcro wrap that encases the Fuel Delivery Hose. The supplied wrap is 4m long x 175mm wide with 3mm fluoro lime Pirtek branding.

Screen print position

Fuel Hose Wrap



- Joiner
 - HMS-038

Note: Example of the Joiner required for connecting the Vent Hoses together.



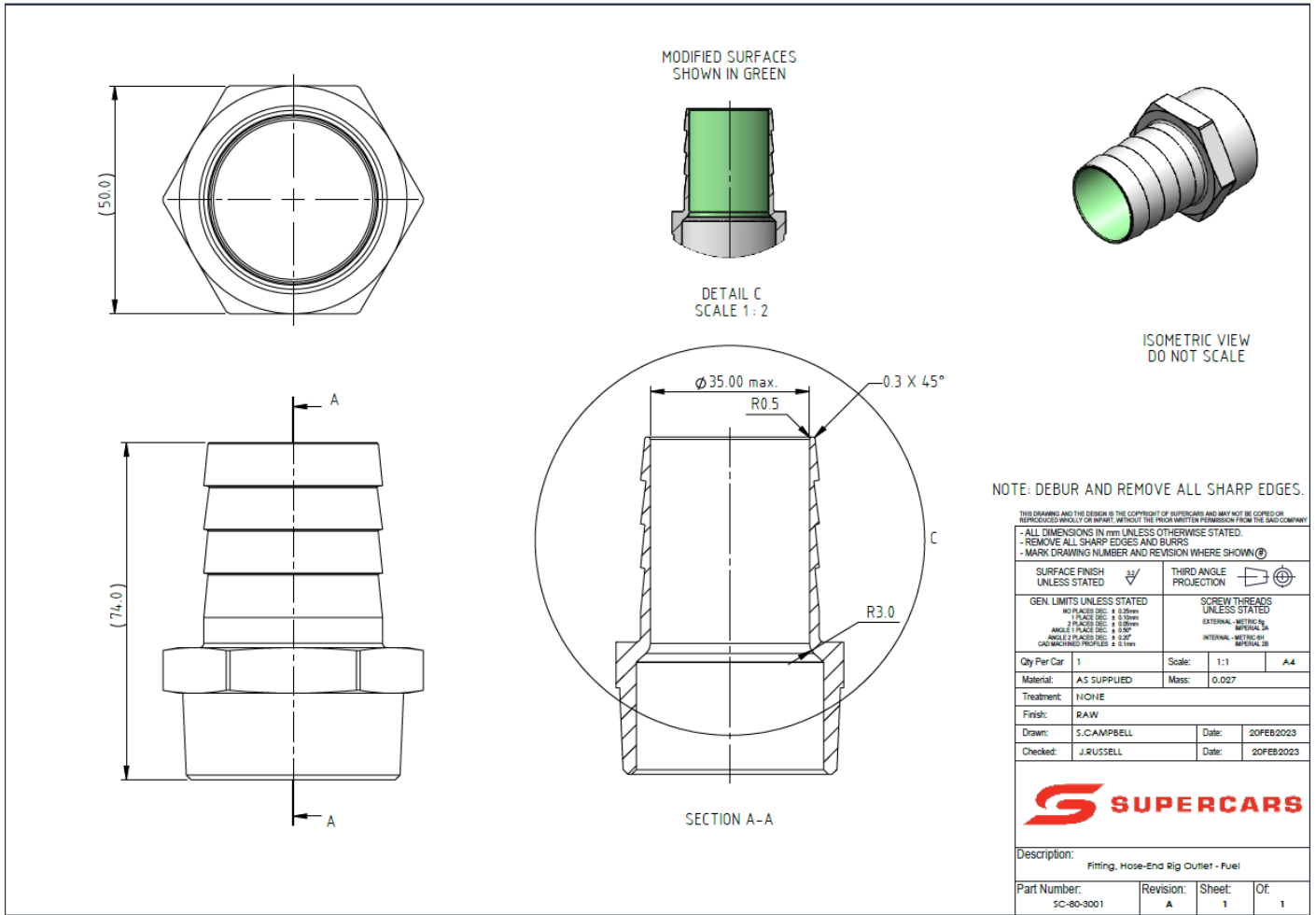
- Vent Coupling
 - C2015 or
 - K333D-050-AL ECONOLOK-COUPLER x BSPT FEM
 - Z675603-2424 P3SS 1 1/2 x 1 1/2 Hose Tail
 - Z675024-3224 24SS 2 x 1 1/2 Reducing Bush

Note: Example of the required Vent Coupling for connecting the Vent Hose to the Fuel Tower.

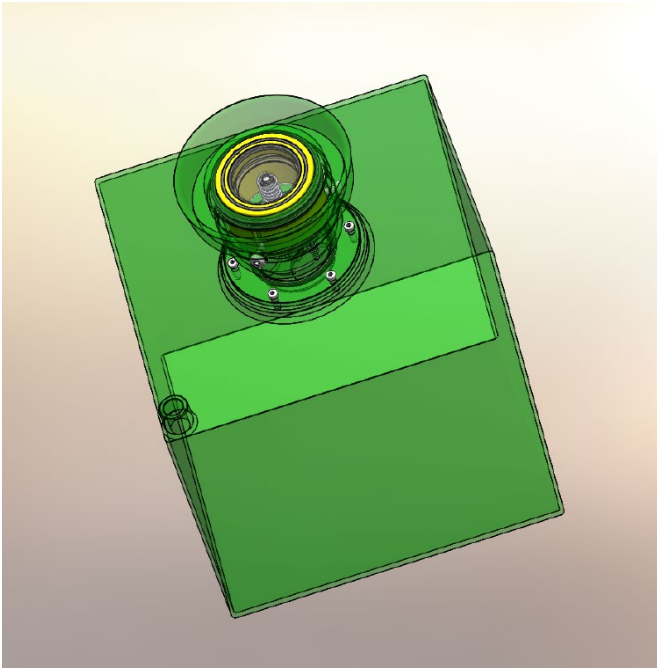


- Modifying of any part is not permitted without the prior written approval of Supercars. A reference sample will be retained by Supercars for comparison at any time.

PERMITTED MODIFICATIONS TO Z675603-2424 P3SS 11/2 x 11/2 HOSE TAIL



INDICATIVE DUMP CHURN ASSEMBLY



Note: The Dump Churn is required to be green in colour and have a maximum capacity of 20 litres.



RFC-88-DN

Note: Connection of FIA Refuelling Fitting to the Dump Churn is only permitted using Krontec part – RFC-88-DN or a machined part with identical capability.

INDICATIVE FUEL DRUM ASSEMBLY



*Note: 205 litre drum only is permitted



RFC-88-N

Note:

- Connection of FIA Refuelling Fitting to the Fuel Drum is only permitted using Krontec part – RFC-88-N or a machined part with identical capability.
- It is permitted to machine and fabricate the required adaptor for connecting Krontec part – RFC-88-N to the Fuel Drums threaded access hole.

REFUELLING EQUIPMENT - REFUELLING TOWER REQUIREMENTS

1. General

- 1.1 Each Refuelling Towers must conform to the following:
 - 1.1.1 The maximum height to the top surface of the Refuelling Tower is two (2) metres above the Pit Lane.
 - 1.1.2 Only non-fuel holding connections and vents are permitted above this height.
- 1.2 The Refuelling Tower must be fitted with a ball cock or similar fast action cut-off valve, which must work on the “deadman handle” principle.
 - 1.2.1 The cut-off valve must be attached directly to the fuel reservoir and must close immediately, stopping the flow of fuel from the reservoir, when pressure on the handle of the cut-off valve is released. The closing principle of the cut-off valve must not rely on the action of gravity alone.
- 1.3 The Refuelling Tower must only incorporate a FIA Refuelling Fitting as detailed in [Schedule D5](#), which is to be operated by a single Refueller/vent attendant and returns all displaced fumes from the Car’s fuel tank to the ullage space in the reservoir of the Refuelling Tower.
- 1.4 A single fuel delivery hose, which must be Part Identification: PIRTEK Part-IROFSD-038020, which must be connected to the emergency cut-off valve.
 - 1.4.1 The complete flexible part of the delivery hose must be at least 3.5m in length not including any adaptor fitted to the FIA Refuelling Fitting or Refuelling Tower; and
 - 1.4.2 Have an ID no greater than 38mm; and
 - 1.4.3 Must be encased in the Pirtek branded Fuel Delivery Hose Velcro wrap, 175mm wide and a minimum 3.2m long; and
- 1.5 A single vent hose, which must be Part Identification - PIRTEK Part-IROFSD-038020 , or a combined vent hose which must be Part Identification - PIRTEK Part-IROFSD-038020 and IPCF-038 (minimum 180mm to a maximum 300mm), which must be made of a flexible rubber or a fuel resistant reinforced plastic material and must be used to direct the expelled fumes from the Car to the Refuelling tower and must remain open at all times.
 - 1.5.1 The total maximum length of the vent hose is 4.5m; and
 - 1.5.2 The maximum ID of the vent hose is 38mm; and
- 1.6 The reservoir must be vented via an explosion safe shielded vent.
 - 1.6.1 This vent must be open at all times and only atmospheric pressure may be exerted on the fuel in the main reservoir.
 - 1.6.2 No artificial pressurisation of the reservoir is permitted.
- 1.7 It is permitted to add a support structure to the underside of the Car filling hose where the flexible hose joins the quick release at the ball valve:
 - 1.7.1 No support must extend more than 200mm from the joint.

2. Dry Break Fitting

- 2.1 All Refuelling and venting operations in Pit Lane must only be carried out using male and female dry-break fittings, which conform to all FIA requirements.
- 2.2 The design of the FIA Refuelling Fitting must conform to the drawings detailed in [Schedule D5](#).

3. Maintenance

- 3.1 Each Team is required to maintain all Refuelling equipment in good working order.
- 3.2 O-rings must be regularly inspected and replaced if there are any signs of expansion or damage.
- 3.3 Springs and tracks within the FIA Refuelling Fitting must also be regularly inspected and kept lubricated during those times the Refuelling valves are not in operation.

4. Permitted Items

4.1 The following items are permitted to be attached to a Refuelling Tower:

- 4.1.1** A warning light affixed to the FIA Refuelling Fitting, operated from within the Pit Garage to alert the Refueller when to remove the fuel nozzle from the Car.



SCHEDULE D6. NOT IN USE



SCHEDULE D7. NOT IN USE