

DIVISION “D” – SPORTING RULES

D 1 TESTING

D 1.1 Testing Permitted

The Testing of any Car, other than at and part of a Meeting, will be permitted only subject to all parts of Rule D 1.

D 1.2 Test Tracks

- 1.2.1 Testing may only be undertaken at a Test Track located in the State or Territory in which the Team or Group is based, other than at a V8 Supercars Test Day.
- 1.2.2 Teams or Groups will not be permitted to change the nominated State during the calendar year.
- 1.2.3 Under exceptional circumstances, V8 Supercars, at its sole 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.
- 1.2.4 Should a Test Track cease to be available (e.g. cease trading or no longer hold a current CAMS Track License) V8 Supercars for such period of time that such Test Track remains unavailable, will nominate an alternate Test Track.
- 1.2.5 Single shock dynos and Rolling road chassis dynos are not deemed to be Test Tracks for the purpose of these Rules.

D 1.3 Number of Test Days

- 1.3.1 A Team or Group will be permitted a maximum total of six (6) Test days each calendar year.
- 1.3.2 Rule D 1.12.1.1 will count as one of the Teams or Groups six Test Days
- 1.3.3 If for any reason a Team or Group utilises only any part of a day, the Team or Group will be deemed to have used a full day for the purposes of Rule D 1.3
- 1.3.4 Where a VCS Team also controls more than 1 REC (multi car Group) or an entry in the DVS, all the Cars in that Team or Group will share the VCS Team's or Group's total of six (6) Test days each calendar year.

D 1.4 Test Tracks Register

- 1.4.1 V8 Supercars will maintain a register of each Team or Group and their Test Track and the register will, upon application being made to V8 Supercars, be available for inspection by any Team, Group, CAMS or Test Track operator.
- 1.4.2 V8 Supercars will advise Test Track owners/operators of the Teams or Groups which are permitted to Test at their Test Track.
- 1.4.3 Teams will be permitted to conduct a Test Day at one of the following Circuits:
 - 1.4.3.1 Victorian Teams will be limited to Testing at the Winton Motor Raceway
 - 1.4.3.2 Queensland Teams will be limited to Testing at Queensland Raceway
 - 1.4.3.3 New South Wales and South Australian Teams will be permitted to nominate a Circuit within their state or request a change of Circuit in accordance with Rule D1.2.

D 1.5 Sharing Test Track Days

Subject to compliance with all parts of Rule D 1, and to any specific Test Track regulations, Teams or Groups must make every reasonable effort to share Test Track subject only to the restrictions imposed by the Test Track operators.

D 1.6 Pre-Test Procedures

Before any Team or Group may undertake any Testing, it is their responsibility to:

- 1.6.1 arrange with other Teams or Groups to share the Test Track at the same time; and
- 1.6.2 notify in writing, on the form contained in Division F of these Rules, the AOM no less than five (5) working days before the date of the proposed Test day of their intention to Test and the CAMS Log Book numbers of the Cars that will be taken by the Team or Group to the Test and or that will participate in the Test; and
- 1.6.3 obtain from the AOM permission to conduct a Test day; which permission will not be unreasonably withheld.

D 1.7 V8 Supercars Test Log

- 1.7.1 Each Team or Group will be issued with a V8 Supercars Test Log:
 - 1.7.1.1 in which all Test Track activities must be accurately and fully entered, and validated pursuant to Rule D 1.7.1.2; and
 - 1.7.1.2 in which all details plus the CAMS Log Book number of the Cars present at and or participating in the Test Day must be completed by the relevant personnel before the Team or Group commences their Test day; and
 - 1.7.1.3 for which Teams or Groups will bear the responsibility of ensuring all entries are fully and accurately completed; and
 - 1.7.1.4 which at any time may be required by V8 Supercars to be produced for inspection by the AOM or by the Stewards; and
 - 1.7.1.5 which will have every page pre-signed by V8 Supercars to ensure that no unauthorised pages are available; and
 - 1.7.1.6 which, if lost or mislaid, will automatically prohibit any Testing activity being undertaken by the Team or Group until authorised in writing by V8 Supercars to resume Testing; and
 - 1.7.1.7 which, if at any inspection pursuant to Rule D 1.7.1.4, is found to contain any missing, altered or incomplete entry, will render the Team liable to sanctions pursuant to their REC and/or referral to the Stewards.
- 1.7.2 Teams and Groups must ensure that the V8 Supercar Test Log is fully completed in all particulars prior to the commencement of Testing on each occasion a Team or Group undertakes a Test day (under Rule D 1).
- 1.7.3 In the event of a change of a Team's or Group's operational circumstances:
 - 1.7.3.1 the Team or Group so affected must in writing notify V8 Supercars of such changes; and
 - 1.7.3.2 V8 Supercars reserves the right to revoke the Team's or Group's V8 Supercars Test Log, re-issue another V8 Supercars Test Log or take such action as is reasonably warranted in the circumstances

D 1.8 Test Bans

- 1.8.1 Unless with the express written approval of V8 Supercars, and then only for the purpose of publicity of the Meeting, there is an absolute ban on Testing at any Circuit or part thereof at which a Meeting is scheduled to take place within seven (7) days prior to that scheduled Meeting, including:
 - a) Rookie Test Days; (D1.14);
 - b) Demonstrations Sessions (D 1.15);
 - c) New Car Shakedown (D1.16);
 - d) Corporate or Media Rides in any form, or
 - e) The driving of any Car carrying aerodynamic aids and exterior components identical or identically similar to the samples held by V8 Supercars.
- 1.8.2 For the purposes of Rule D 1.8.1, the seven days commences at 00:01 on the Saturday preceding that scheduled Meeting.

- 1.8.3 There is an absolute ban on Teams or Groups undertaking corporate or media Rides in any form at a circuit or part thereof other than their nominated Test Track prior to that circuit's Event or Round.

Pre Season

- 1.8.4 Teams are not permitted to conduct a Test or Corporate Ride Day prior to January 30, 2011, with the exception of any compulsory Test Day.

Mid Year

- 1.8.5 Teams will not be permitted to conduct any activities detailed in D1.8.1 during the following dates: ~~TBA~~ There is no Mid Year Test Ban.
- 1.8.6 No Team or Group are permitted to Test, other than a DVS Team conducting a Rookie Test Day, from the day Cars are loaded onto a plane in Australia to the day they are unloaded back in Australia for any fly-away Meetings.
- 1.8.7 Any DVS Team that wishes to conduct a Rookie Test Day during any fly-away Meetings accepts that V8 Supercars may charge the Team the costs of the attendance of the appointed V8 Supercars Official who must be present to supervise the Test.
- 1.8.8 Shakedown and Demonstration Days are specifically excluded from the Testing bans detailed in D 1.8.4 & D 1.8.9.

Post Season

- 1.8.9 For Calendar year 2011, no Testing is permitted after 18th day of December 2011.

D 1.10 Number of Cars

- 1.10.1 Teams or Groups in the VCS are permitted to Test up to one (1) Car per REC.
- 1.10.2 Teams or Groups in the DVS are permitted to Test up to one (1) Car for each 2011 DVS Series Registration. A Primary Driver entered in the VCS will be permitted to drive for a maximum of 10 laps, including in and out laps on such Test Day.

D 1.12 V8 Supercar Compulsory Test Days

- 1.12.1 All Teams entered in the VCS must participate in all V8 Supercar compulsory Test Days as nominated below:
- 1.12.1.1 Pre-Season, Eastern Creek NSW – **29th January, 2011**
- 1.12.1.2 Gold Coast International Drivers, Queensland Raceway QLD – **19th October, 2011**
- 1.12.2 VCS Teams that do not participate in the V8 Supercar compulsory Test Days will be deducted one (1) Test Day from the Teams permitted number of Test Days as described in Rule D1.3.

D 1.13 Not Comprising Test Days

- 1.13.1 The following activities will not be regarded as comprising a Test day for the purposes of Rule D 1, but the fact of the activity will be made available to any other Team or Group upon application being made to V8 Supercars:
- 1.13.1.1 Any activity required by V8 Supercars of a Team, excluding any compulsory V8 Supercar Test Day; or
- 1.13.1.2 Corporate Rides (E 1.2.1); or
- 1.13.1.3 Demonstration Day (D 1.15); or
- 1.13.1.4 New Car Shakedown (D 1.16); or
- 1.13.1.5 Promotional activities (such as filming TV advertisements) run under permission from V8 Supercars with conditions applied by V8 Supercars.

- 1.13.2 Any activity referred to in Rule D 1.13 the engine of a Car must not be started for any reason before the arrival at the Test Track of the person appointed by V8 Supercars to supervise the Test who must give approval before a Car's engine can be started.

D 1.14 Rookie Test Day

- 1.14.1 V8 Supercars may permit a Team or Group, a maximum of two (2) Rookie Test Days for the sole purpose of Testing and practice for a Rookie Driver. The registered Rookie Driver only will be permitted to drive in a single Car during any Rookie Test Day.
- 1.14.2 During a Rookie Test Day it will be permitted for a Primary Driver to complete a maximum of 10 laps (including in and out laps) in the Car; and
- 1.14.3 During the Rookie Test Day, it will be permitted to adjust or fine tune the Car for racing and to record and download electronic data.

D 1.15 Demonstration Day

- 1.15.1 Any activity related to demonstrating the performance of a Car for the express purpose of selling that Car (Demonstration Session) wherein the potential purchaser is permitted to drive the Car. A Demonstration Session will be run under permission from V8 Supercars in accordance with the following conditions.
- 1.15.1.1 The Team or Group giving no less than five (5) working days written notice to the AOM of a request to hold a Demonstration Session, providing full particulars of, the proposed Demonstration Session; and
- 1.15.1.2 The Team or Group accepting that V8 Supercars may charge the Team or Group for the costs of the attendance of the appointed V8 Supercars Official who must be present to supervise the Demonstration Session on behalf of V8 Supercars; and
- 1.15.1.3 On the day arranged, at the Circuit the appointed V8 Supercars Official carrying out an inspection of the Car/s to be used before the Car/s are permitted onto the Race Track;
- 1.15.1.4 While participating in the Demonstration Session neither the Car/s nor their components may be adjusted or 'fine-tuned' for racing in any way and no computer or electronic data download or connection is permitted; and
- 1.15.1.5 Should some safety related item on a Car require adjustment, this may be permitted only under the supervision of the appointed V8 Supercars Official present at the Circuit, and

D1.16 New Car Shakedown

- 1.16.1 V8 Supercars may permit a Team or Group, a "New Car Shakedown" for the sole purpose of shaking down a new Car that has not been previously used for any on track activity. This day must be conducted at the Teams nominated Test Track.
- 1.16.2 A New Car Shakedown Day will be run in accordance with the following conditions.
- 1.16.2.1 The Team or Group giving no less than five (5) working days written notice to the AOM of a request to hold a New Car Shakedown, providing full particulars of, the proposed New Car Shakedown; and
- 1.16.2.2 The Team or Group accepting that V8 Supercars may charge the Team or Group for the costs of the attendance of the appointed V8 Supercars Official who must be present to supervise the New Car Shakedown on behalf of V8 Supercars; and
- 1.16.2.3 During a New Car Shakedown it will be permitted to complete a maximum of 20 laps (including in and out laps) in the Car to ensure that it is set up and operating correctly; and

- 1.16.2.4 After the completion of twenty (20) laps if the Team elects to continue it will be counted as a Test Day.
- 1.16.2.5 During the New Car Shakedown, it will be permitted to adjust or fine tune the Car for racing and to record and download electronic data.

D2 PIT BAY & GARAGE ALLOCATION

D 2.1 Pit Bay and Pit Garage positions will be allocated by the AOM.

- 2.1.1 Two Car Teams, and Single Car Teams “paired” together, will be allocated Pit Bay positions in the previous year’s final Teams Championship order in accordance with Rule D15.5.
- 2.1.2 The Pit Lane allocation for Three Car Teams “paired” with a Single Car Team by V8 Supercars will be determined by the position of the Single Car Team in the previous years’ final Teams Championship points standing.
- 2.1.3 The Pit Lane allocation for Teams that request to be “paired” or “Grouped” together will be determined by the lowest placed Team in the previous year’s final Teams Championship points standing subject to Rule D2.1.3.1
 - 2.1.3.1 Where two (2) Single Car Teams from the previous year’s final Teams Championship order request to be “paired”, it will be permitted for their Championship Points to be combined as if they were a Two Car Team when determining their Pit bay position.
- 2.1.4 The Pit Lane allocation for Single Car Teams “paired” together by V8 Supercars will be determined by the highest placed Team in the previous years’ final Teams Championship points standing.
- 2.1.5 Four (4) Car Teams will have their Pit lane order determined by the position of the lower of the two (2) pairings that make up the Team in the previous years’ final Teams Championship points standing.
- 2.1.6 The AOM may make minor changes to this order from Circuit to Circuit to allow for garage walls and to maximise spacing between Team pit booms; and
- 2.1.7 Assessment of the Pit Lane order of Teams will commence at the Pit Lane exit.

D 2.2 In the case of a Team that has been the subject of a sale or sub-licence of REC, that Team’s replacement will assume the position which would have been occupied by the original Team.

D 3 SAFETY

D 3.1 Use of the Circuit

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 defence, with the exception of:

- 3.1.1 marshals and other authorised personnel in the execution of their duty;
- 3.1.2 Drivers when driving or under the direction of the marshals; and
- 3.1.3 Team members and other authorised personnel during the start procedures (Rules D 9 and D 10).

D 3.2 Drivers' Apparel & Seat Belts

Under all circumstances while driving a Car on a Circuit, unless authorised by officials, all Drivers must:

- 3.2.1 wear clothing, helmet and correctly attached HANS® that comply with Rule D 23; and
- 3.2.2 must have the safety harness (Rule C 5.2) properly fastened at all times; and
- 3.2.3 may only unfasten the safety harness when the Car comes to a complete stop.

D 3.3 On-Track Repairs

After the commencement of the formation lap;

- 3.3.1 Any repairs carried out outside the Pit Lane may be carried out by the Driver alone using only tools or parts carried aboard the Car.
- 3.3.2 Advice given to the Driver, whether by electronic means or by voice, is not considered to contravene this Rule D 3.3.
- 3.3.3 Any replenishment of fuel, oil or coolant outside the Pit Lane is forbidden. Any replenishment carried out on the Race Track itself is prohibited and will entail immediate exclusion.
- 3.3.4 With the exception of the Driver and in exceptional cases the officials, nobody is allowed to touch a stopped Car under penalty of its exclusion from the race.
- 3.3.5 Pushing a Car along the Race Track or pushing it across the finish line is not allowed, and will incur immediate exclusion.
- 3.3.6 After repairs respecting this Rule are carried out, if the Driver succeeds in restarting the Car without any external help, and re-joins the race without committing any breach of the Rules the Driver will not be excluded from the race.
- 3.3.7 Any Car abandoned on the Race Track, even temporarily, by its Driver, whatever the reason or the duration, will be considered as having withdrawn from the race.
- 3.3.8 Teams are only permitted to carry out work on their Car in the Teams designated Pit Bay.
 - 3.3.8.1 No work is permitted to be undertaken in the fast lane of the Pit Lane at any time during a session unless prior approval has been granted by the CTM.

D 3.4 Rain Light

- 3.4.1 The Car's rain light must be illuminated at all times when it is running on wet weather Tyres and at no other time. Save for C14.4, C14.5.
- 3.4.2 The Race Director, with the agreement of the CTM and DSO, has the discretion to decide if a Car should be stopped because the rain light is not working. Should a Car be stopped this way, it may rejoin when the rain light has been repaired or otherwise at the discretion of the CTM. No Protest lies against the decision of the RD or the CTM.

D 3.5 Pit Discipline

- 3.5.1 At all times Cars are on the Circuit, the discipline and the safety conditions in the Pit Lane and on the Race Track will be the same as during a Race.
- 3.5.2 Team members are not permitted to assist the forward motion of a Car at the completion of any pit stop.
- 3.5.3 Unless a Car has an obvious problem and cannot exit its Pit Bay, Teams Members are not permitted to cross the fast lane of Pit Lane between the time Pit Exit opens until the last Car passes that Teams Pit Bay at the start of the Reconnaissance Lap.
- 3.5.4 It is forbidden to climb on pit wall debris fences during a Meeting, including after the end of Races.

D 3.6 Pit Crew Safety – Incompressible Jacks

- 3.6.1 In the interest of safety, it is compulsory to use solid, incompressible components capable of supporting the Car in the event of a failure of the jacking system.
- 3.6.2 The incompressible component/s must be placed under the Car at all times when any person is working on the Car in a manner that involves any part of their body (other than hands and forearms) being under any immovable part of the Car.
- 3.6.3 Specifically excluded are standard wheel changing operations.

D 3.7 Signalling

- 3.7.1 Drivers must be conversant with:
 - 3.7.1.1 all the types of signals used at Meetings (set out in Schedule D 3); and
 - 3.7.1.2 the requirements imposed on Drivers consequent upon being shown the types of signals.
 - 3.7.1.3 Competitors must not use flags or similar signals in any way whatsoever to these signals
- 3.7.2 Drivers must always comply with the requirements of signals when shown.

D 3.8 Driver Conditions Policy

- 3.8.1 All Drivers must wear a helmet which can accept a forced air ventilation system for all VCS Sprint Events and where specified in the Supplementary or Further Supplementary Regulations or a Bulletin.
- 3.8.2 The Drivers forced air ventilation system must be operational and filtered through a carbon monoxide filter during all VCS Sprint Races at a Meeting.
- 3.8.3 The carbon monoxide filter must be fitted so that it can be confirmed it is in place visually without disassembly of the helmet ventilation system.
- 3.8.4 During a Meeting for VCS Sprint Races only, if the published ambient temperature of the day at 0800 hours as advised by the Bureau of Meteorology (www.bom.gov.au) including its international affiliates) is forecast to be above 32.9°C for the nearest Town or City to the Circuit, each Car must have a Driver cooling system fitted and operational. The Drivers cooling system must either reduce the Drivers body core temperature and/or supply a constant stream of air to the Drivers helmet at a reduced temperature relative to the ambient air surrounding the outside of the Car.
- 3.8.5 The Stewards in consultation with V8 Supercars will confirm via Bulletin when this policy is triggered.

D3.9 Prohibited Substances

The following substances are not permitted to be used at anytime during a Meeting:

- 3.9.1 Dry Ice other than for the exclusive purpose of Driver Cooling Systems.

D 3.10 Cockpit Exit Time

3.10.1 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 10 seconds through the door on his side and in 12 seconds through the opposite door. (September 2011)

D 4 BRIEFINGS

D 4.1 Competitor's & Driver's Briefings

- 4.1.1 A compulsory Competitor's and Driver's Briefing will be conducted by the Race Director or his nominee at each Meeting at a time and a place to be indicated in Supplementary/Further Supplementary Regulations.
- 4.1.2 An attendance sheet must be signed by each Competitor and Driver to verify attendance.
- 4.1.3 Competitors or Drivers who do not attend at the nominated time for, and for the duration of the Competitors and Drivers' Briefing will be referred to the Stewards and, unless excused from attendance by the Stewards in exceptional circumstances which they alone may determine, will be in breach of the Rules.

D 4.2 Competitor / Team Managers' Briefings

- 4.2.1 If provided in Supplementary/Further Supplementary Regulations, the Race Director and/or the OM (or a nominee of either) will conduct a briefing for Competitors and/or Team Managers at a time and a place to be advised in the Supplementary/Further Supplementary Regulations.
- 4.2.2 Failure of a Competitor or Team Manager to attend at the nominated time for, and duration of, the Briefing will be referred to the Stewards and, unless excused from attendance by the Stewards in exceptional circumstances which they alone may determine, will be in breach of the Rules.
- 4.2.3 An attendance sheet for the Meeting will be provided and must be signed by the Team's Authorised Representative.
- 4.2.4 By signing the attendance sheet the Authorised Representative agrees to all conditions described in Schedule 17 of Division C for Cars entered at the Meeting.

D 5 PRACTICE

D 5.1 General

- 5.1.1 All Drivers and Cars that have passed Scrutineering will be permitted to Compete at the relevant Meeting.
- 5.1.2 The Race Director has the right to stop any Practice session as often and for as long as necessary to clear the Race Track. Should one or more of such sessions be interrupted in this way, no Protest lies against the possible effects concerning the qualification of Drivers and Cars.
- 5.1.3 Unless otherwise detailed in the Supplementary Regulations, Further Supplementary Regulations or a Bulletin, Practice sessions Part 1 and 2 will be "Time Certain" and will not be extended, save for Force Majeure as determined by the Stewards
- 5.1.4 Unless otherwise detailed in the Supplementary Regulations, Further Supplementary Regulations or a Bulletin, Practice sessions Part 3 and 4 may be extended by a maximum 15 minutes past the nominated finishing time.
- 5.1.5 All laps of Practice will be timed.
- 5.1.6 During all Practice sessions all Cars will be required to park nose in at an angle of approximately 45 degrees in their Pit Bay when in Pit Lane.
- 5.1.7 Cars must exit Pit Lane in Pit Garage order unless the Car 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.

D 5.2 Practice at VCS Sprint Events

- 5.2.1 Unless otherwise stated in Supplementary / Further Supplementary Regulations and in accordance with Schedule A2 of these Rules Practice will be conducted in four (4) parts, totalling 2 hours in duration, will take place at each VCS Sprint Event.
- 5.2.2 Unless otherwise detailed in the Supplementary Regulations. Practice will be conducted in 4 parts:
 - 5.2.2.1 Part 1 and 2 : 30 minutes each, during which time Cars with Drivers who are entered for the Meeting, that are outside the Top fourteen (14) Drivers from the current Championship results, and Rookies will be permitted to be on the Circuit.
 - 5.2.2.2 Part 3 and 4: 30 minutes each, during which time all Cars will be permitted to be on the Circuit.
 - 5.2.2.3 No Fuel may be added or removed from the Car for the duration of each Practice

D 5.3 Practice at Endurance Events

- 5.3.1 A Driver has the right to drive several Cars entered in the Meeting in Practice sessions, provided that:
 - 5.3.1.1 the Cars are entered by the same Competitor; and
 - 5.3.1.2 the Cars have passed scrutineering; and
 - 5.3.1.3 the Driver has signed the Series Registration Form for any such Car; and
 - 5.3.1.4 the closing time for final Driver nominations to the Secretary of the Meeting has not passed
- 5.3.2 Practice for Endurance Events will be details in the Supplementary Regulations for the event.

D 5.4 Practice at DVS Rounds

- 5.4.1 At all DVS Rounds two (2) Practice sessions will take place.
- 5.4.2 Unless advised otherwise in Supplementary or Further Supplementary Regulations, each Practice session at a DVS Round will be 40 minutes in duration in which all Cars entered to Compete at the Meeting will be permitted to Practice.
- 5.4.4 These sessions will be “Time Certain” and will not be extended, save for Force Majeure as determined by the Stewards.

D 5.5 Additional Driver Practice

- 5.5.1 At the following VCS Sprint Events, Teams will be permitted to enter one (1) additional Driver per Car to participate in Part 1 & 2 of Practice as described in Rule D5.2:
 - 5.5.1.1 Event 5 – Winton Raceway
 - 5.5.1.2 Event 6 – Darwin
 - 5.5.1.3 Event 7 – Townsville
 - 5.5.1.4 Event 8 - Ipswich
- 5.5.2 All additional Drivers must have completed the 2011 V8 Supercar Series Registration Form prior to Competing in this session.

D 6 QUALIFYING

D 6.1 General

- 6.1.1 A Driver whose best time achieved in a Qualifying session exceeds the qualifying time cut-off (expressed as a percentage of the fastest Car qualifying time achieved in the relevant session) as detailed in Schedule A4 for the VCS, and in Supplementary/Further Supplementary Regulations for the DVS will not be permitted to further compete at the Meeting, save for exceptional circumstances accepted by the Stewards.
- 6.1.2 Any such exceptional circumstances accepted by the Stewards must not operate as to displace any Driver who has met the qualifying criteria; and should more than one (1) Driver be accepted in this manner, the Stewards will determine their order on the grid.
- 6.1.3 The Race Director has the right to stop any qualifying session as often and for as long as necessary to clear the Race Track; and any time so lost may be made up where circumstances permit. Should one or more of such sessions be interrupted in this way, no Protest lies against the possible effects concerning the qualification of Drivers and Cars.
 - 6.1.3.1 At VCS Sprint Events, Qualifying may be extended by a maximum of 15 minutes beyond the scheduled running time unless, in extreme circumstances as determined by the Stewards in which case, this session may be further extended.
 - 6.1.3.2 At Endurance Events, Qualifying may be extended by a maximum of 15 minutes beyond the scheduled running time unless in extreme circumstances as determined by the Stewards, in which case this session may be further extended.
 - 6.1.3.3 At DVS Rounds, Qualifying may be extended by a maximum of 10 minutes beyond the scheduled running time unless in extreme circumstances as determined by the Stewards, in which case this session may be further extended.
- 6.1.4 All laps of Qualifying sessions will be timed.
- 6.1.5 During all Qualifying for the VCS;
 - 6.1.5.1 all Cars that are in Pit Lane at the start of Qualifying must park nose out at 45 degrees.
 - 6.1.5.2 Once Pit Exit is open they must exit in Pit Lane order or they must signal the next car in line to go past.
 - 6.1.5.3 Cars parked nose out must exit their Pit Bay before any Car re-enters Pit Lane.
 - 6.1.5.4 Cars are determined to be in Pit Lane when the front axle centreline is over the line that delineates the boundary between the garage and Pit Lane.
 - 6.1.5.5 at all other times during Qualifying Cars must be parked nose in at 45 degrees.
- 6.1.6 During the course of any qualifying session, all Cars, once they have entered Pit Lane, must remain in Pit Lane whilst not on the Race Track. At no time will any Car be permitted to be removed from Pit Lane until the qualifying session or shootout has ended and the Car has cleared all scrutineering checks, except with the prior express permission of the CTM. Any Car that does not comply will be excluded from such session.
- 6.1.7 In exceptional circumstances, and subject to the approval of the Stewards, V8 Supercars has the sole discretion:
 - 6.1.7.1 to allocate the final four (4) qualifying positions in a race to Drivers who have not qualified for that race; and

- 6.1.7.2 for compelling commercial considerations, to permit a Driver who may not otherwise have qualified to start in a race, to start in any such race as a “wild card” entry.
- 6.1.8 Should two or more drivers have set identical times, priority will be given to the one who set it first.
- 6.1.9 At all times during Qualifying, Teams are only permitted to carry out work on their Car in the Teams' designated Pit Bay.
- 6.1.10 Fuel may not be added or removed from a Car at anytime once the qualifying session has commenced, nor will it be permitted to add or remove from the Car any other fluid or ballast once the qualifying session has commenced unless with the express prior permission of the CTM.

D 6.2 DVS Qualifying

- 6.2.1 Unless otherwise advised in the Supplementary / Further Supplementary Regulations or a Bulletin, at all DVS Events the Qualifying will be conducted over a single thirty (30) minute session.
Unless advised otherwise in Supplementary/Further Supplementary Regulations, where the number of Cars entered for a Meeting exceeds the Circuit capacity, all Cars entered for the Meeting will be permitted to compete until the completion of qualifying, at which time the grid will be formed subject to Rule D7.

D 6.3 VCS Qualifying at Sprint Events

Unless otherwise advised in Supplementary / Further Supplementary Regulations at all VCS Sprint Events the Qualifying sessions will be conducted as follows:

6.3.1 Saturday

- 6.3.1.1 Qualifying session for the Saturday Race will be conducted over a single twenty (20) minute session that will be conducted on the Saturday morning prior to the Race.
- 6.3.1.2 The Ten (10) fastest Cars at the conclusion of Qualifying will be permitted to compete in a Top Ten Shootout.
- 6.3.1.1 Any Driver or Car that causes a red flag during a Qualifying session will not be permitted to take any further part in Qualifying and will have their fastest lap excluded

6.3.2 Sunday

- 6.3.2.1 Qualifying session for the Sunday Race will be conducted over a single twenty (20) minute session that will be conducted on the Sunday morning prior to the Race.
- 6.3.2.2 Any Driver or Car that causes a red flag during a Qualifying session will not be permitted to take any further part in Qualifying and will have their fastest lap excluded

D 6.4 VCS Qualifying at Endurance Events

- 6.4.1 A Driver may qualify only one (1) Car and must set a time that qualifies that Driver in that Car. The Driver must be one of the Drivers that has been nominated to the Secretary of the Meeting to form the Cars final driver pairing.
- 6.4.2 Unless otherwise advised in Supplementary / Further Supplementary Regulations at all VCS Endurance Events Qualifying will be conducted over a single forty (40) minute session.
- 6.4.3 The Ten (10) fastest Cars at the conclusion of this Qualifying session will be permitted to compete in a Top Ten Shootout.

D 6.5 Top Ten Shootout

- 6.5.1 Where specified in Supplementary/ Further Supplementary Regulations, a Top 10 Shootout will take place.
- 6.5.2 The Shootout will be regarded as a qualifying session for those Drivers who achieve the ten (10) fastest times in Qualifying .
- 6.5.3 Cars participating in the Shootout will be required to park nose out towards Pit Lane Exit at an angle of approximately 45 degrees in their Pit Bay at all times during the Shootout except when the Car is on the Race Track or entering or exiting it's Pit Bay.
- 6.5.4 From the time that the Car is parked in Pit Lane in accordance with Rule D6.1.5.1, it will not be permitted to work on the Car until the Car has cleared all scrutineering checks and been released by the CTM except with the express permission of the CTM. Any Car that does not comply may be excluded from the Shootout.
- 6.5.5 The starting order for the Shootout will be from tenth to first as established by the fastest time achieved by a driver in Qualifying .
- 6.5.6 Each Car will be released on one (1) warm-up lap from Pit Lane, 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.
- 6.5.7 When the Car crosses the Control Line at the end of its flying lap, the Driver will be shown a chequered flag indicating the end of the timed lap, whereupon the Driver must reduce speed, complete an almost full "cool-down" lap and re-enter Pit Lane via the Pit Lane Entry.
- 6.5.8 During the "cool-down" lap, Cars must be driven at a reasonable pace and Drivers must not interfere with, baulk or cause obstruction to any other Cars which may be on the track at the same time.
- 6.5.9 It is the responsibility of the Competitor to ensure their Car is at Pit Lane Exit at the appropriate time for it to take part in the Shootout.
- 6.5.10 The Car nominated to start the session must be at the Pit Lane Exit at the scheduled start time of the session.
- 6.5.11 Each following Car must be at the Pit Lane Exit prior to the preceding Car receiving the green flag to commence its timed lap.
- 6.5.12 Any Competitor that fails to have their Car at the Pit Lane Exit at the relevant time will have their time excluded from the session.
- 6.5.13 A Driver will be permitted to qualify only one (1) Car in the Shootout, and that Car must be the Car that Driver will drive in the Race.
- 6.5.14 Cars that are competing in the Shootout are permitted to fit and remove windscreen shades from their Cars once the Shootout has commenced. This will not be considered as a Team working on a Car.

D 6.6 Exceptional Qualifying Circumstances

- 6.6.1 If, due to exceptional circumstances a Qualifying session can not be completed, the Stewards may allocate grid positions according to Practice session times or by another criteria.

D 7 GRID DETERMINATION

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

D 7.1 All VCS Sprint Events

Unless otherwise provided in Supplementary and/or Further Supplementary Regulations, for:

7.1.1 SATURDAY RACE

All grid positions will be determined by Qualifying times however described in D6.3.1 & D6.5. Cars that are excluded from the Qualifying session will start at the rear of the Grid in order of Practice times from fastest to slowest.

7.1.2 SUNDAY RACE

Grid positions will be determined by the times achieved during Qualifying conducted on the Sunday morning of the Race (D6.3.2). Cars that are excluded from the Qualifying Session will start at the rear of the Grid in order of Practice times from fastest to slowest.

D 7.2 VCS Endurance Events

Unless otherwise provided in Supplementary and/or Further Supplementary Regulations the position of each Car on the Grid will be determined by the best time set during Qualifying sessions (however described in D6.4 and D6.5) by one of the Drivers designated to form the Cars final Driver pairing.

D 7.3 DVS Rounds

Unless otherwise provided in Supplementary/Further Supplementary Regulations, for:

7.3.1 RACE 1

All grid positions will be determined by qualifying times with the fastest in Pole Position and the slowest at the rear of the grid. (D 6.2). Cars that are excluded from the Qualifying Session will start at the rear of the Grid in order of Practice times from fastest to slowest.

7.3.2 For Meetings with a two (2) Race format the Grid positions for Race 2 will be the finishing order of the Cars that were classified finishers in Race 1 followed by:

7.3.2.1 the non-finishers in the order of the number of laps completed in Race 1 and the order in which they completed the laps; followed by

7.3.2.2 Race 1 non-starters in the order of their best qualifying time: followed by

7.3.2.3 Cars excluded from Race 1 in order of their best qualifying Time

7.3.3 For Meetings with a three (3) Race format the Grid positions for Race 2 will be determined by:

7.3.3.1 the reversed finishing order of the top ten (10) cars that were classified finishers in Race 1.; followed by

7.3.3.2 the finishing order of all Cars from 11th, that were classified finishers in Race 1; followed by

7.3.3.3 the non-finishers in the order of the number of laps completed in Race 1 and the order in which they completed the laps; followed by

7.3.3.4 Race 1 non-starters in the order of their best qualifying time: followed by

7.3.3.5 Cars excluded from Race 1 in order of their best qualifying Time

7.3.4 RACE 3 (where applicable)

Grid positions will be determined by:

7.3.4.1 (a) The combined points received from Races 1 and 2;

(b) The Driver with the highest points score' will be assigned the pole position for Race 3, the Driver with the second highest points score' will be assigned the second grid position for Race 3 and so on;

- (c) If two or more Drivers achieve the same combined points score', the Driver who has achieved the higher finishing position in Race 2 will take precedence on the grid for Race 3; followed by
 - 7.3.4.2 the non-finishers in the order of the number of laps completed in Race 2 followed by:
 - 7.3.4.3 Race 2 non-starters in the order in which they finished Race 1; followed by
 - 7.3.4.4 Race 1 non-finishers in the order of the number of laps completed in Race 1 followed by:
 - 7.3.4.5 Race 1 non-starters in order of their best qualifying time; followed by
 - 7.3.4.6 Cars excluded from Race 2.

D 8 STARTS, TIMING, DRIVERS

D 8.1 Starts

- 8.1.1 Unless otherwise ordered by the Stewards, starts for all Competitions will be standing starts unless Rule D 9.4 is applicable.
- 8.1.2 A “standing start” is defined as occurring when the Car is stationary at the moment when the order to start is given.
- 8.1.3 Starting Position
 - 8.1.3.1 The relative position of all Cars prior to the start, and the method by which such positions are to be determined, are set out in Rule D 7.
 - 8.1.3.2 In the case of standing starts, Cars will be placed on the grid positions allotted to them on the organiser’s grid sheet.
 - 8.1.3.3 Spaces which have been left by Cars which do not make the grid for any race will not be filled by advancing other starters.
 - 8.1.3.4 Subject to Rule D 7, a Driver starting in a Car in which the Driver has not qualified for that Race will start from the rear of the grid.
- 8.1.4 Positioning of Car

Cars must be placed on the starting grid with their front tyre contact patches on or behind the grid line, and correctly aligned laterally in their grid box. One Team member per Car is permitted to remain on the Pit Wall to provide directions to the Driver until he comes under starters orders.
- 8.1.5 Movement of Car

A Car must be stationary in its position referred to in D8.1.4 at the time of the starting signal, otherwise a false start will have occurred.
- 8.1.6 Starter’s Orders
 - 8.1.6.1 Drivers and Cars are under the orders of the starter when five seconds is indicated before the red light is switched on (Rules D 9.1.11 and D 9.2.11).
 - 8.1.6.2 Subject to Rules D 9.1.12 and D 9.2.12, any Driver not coming under starter’s orders with the Car in time will be deemed to be a non-starter.

D 8.2 Timing

- 8.2.1 In the case of a standing 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 Safety Car, 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/Further 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 that line .

D 8.3 Multiple Drivers

- 8.3.1 Subject to Rules D 8.3.2 and D 8.3.4, only one (1) Driver per Car is permitted to compete in any Meeting.
- 8.3.2 Two (2) Drivers per Car are required for the VCS Endurance Events and any other Meetings as specified in Supplementary/Further Supplementary Regulations.

- 8.3.3 During any Race Driver changes must take place only in the Pit Bay or Pit Garage and under the supervision of officials.
- 8.3.4 At any Meeting detailed in D 5.5 a second Driver may be entered for each Car. The second Driver may only participate in Part 1 & 2 of Practice.

D8.4 Driving Time at VCS Endurance Events

- 8.4.1 This Rule D 8.4 applies only to the VCS Endurance Events and other Meetings as advised in Supplementary / Further Supplementary Regulations.
- 8.4.2 The maximum number of Drivers is two (2) per Car.
- 8.4.3 Each Driver must not exceed three and a half (3.5) hours of continuous driving.
- 8.4.4 For the purposes of Rule D 8.4.3, “continuous driving time” for the starting driver will be measured from the start of the Race until the last time the Driver crosses the control line before entering Pit Lane to change Drivers.
- 8.4.5 Subsequently the time will be measured from the time a Driver crosses the control line after exiting Pit Lane until the last time the Driver crosses the control line before entering Pit Lane to change Drivers, or until the Car crosses the control line at the end of the Race.
- 8.4.6 Subject always to Rule D 8.4.3,
 - 8.4.6.1 the total driving distance for each Driver must not exceed two-thirds (2/3) of the scheduled Race distance; and
 - 8.4.6.2 the total effective resting time for each Driver must be equal to at least one-third (1/3) of the scheduled Race distance.

D 8.5 Driver Identification

- 8.5.1 All Cars competing in the VCS must be equipped with a Dorian Driver Identification system. This system must be correctly operating at all times the Car is on the circuit.
- 8.5.2 Additional Driver Identification at VCS Endurance Events
 - 8.5.2.1 The Green Identification Light must be on at all times during the Race when the “Co-Driver”, as nominated to the Secretary of the Meeting, is driving the Car.

D 9. STARTING PROCEDURE

D 9.1 Sprint Events

Unless advised in Supplementary /Further Supplementary Regulations or Bulletins the following Starting procedure will be followed at all Sprint Events.

- 9.1.1 Twenty Minutes: When twenty (20) minutes remain before the formation lap, a warning will be sounded. At this time all Cars must be in their Pit Bays at an angle of 45 degrees with the nose of the Car pointing toward Pit Exit.
- 9.1.2 Fifteen Minutes: When fifteen (15) minutes remain before the formation Lap a warning will be sounded, Pit Exit will open and the Cars will leave their Pit Bay for a maximum of one (1) reconnaissance lap, at the end of which each Car must stop on the grid in its allocated grid position, and the pit crew may then approach the Cars for final preparation. Cars must exit Pit Lane in Pit Garage order. A Car will not be permitted to move out of it's Pit Bay until the previous Car has wholly entered the fast lane unless the previous Car has an obvious problem and cannot exit it's Pit Bay. 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 to exit Pit Lane. An audible warning will sound 2 minutes before the closure of the Pit Lane exit.
- 9.1.3 Ten minutes: When ten (10) minutes remain before the formation lap, a warning will be sounded: the Pit Lane exit will be closed at this time. Cars qualified to start but which have not exited the Pit Lane may be permitted to start the race from the Pit Lane exit, pursuant to Rule D 9.1.14.
- 9.1.4 Five minutes: 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.
- 9.1.5 Three minutes: 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.
- 9.1.6 Two minutes: When two (2) minutes remain before the formation lap, a warning will be sounded and a 2-Minute board displayed by the Starter. The grid will then be cleared of all personnel except for necessary crew members, authorised TV personnel and authorised officials.
- 9.1.7 One minute: When one (1) minute remains before the formation lap, a further warning will be sounded, and a 1-Minute board displayed by the starter. The grid will be cleared of all personnel.
- 9.1.8 Thirty seconds: When 30 seconds remain before the formation lap a warning will be sounded and the starter will display a 30-Second board.
- 9.1.9 Formation lap: When the starter displays the green flag, all Cars may then proceed on a formation lap led by the Car on pole position. During the formation lap Cars will maintain their starting order. Passing is only allowed in order to maintain formation. If a Car does not start or stalls, the Driver must raise one hand high or give another appropriate signal. The Car may be push-started by officials, or, if so directed by officials, by the pit crew, after the rest of the field has left the grid; in which case the Car must enter Pit Lane at the first opportunity where the Driver must be able to demonstrate to the CTM that the Car can be started on the starter motor without any external assistance.
- 9.1.10 Return to grid: When Cars return to the grid, each Car must stop on its allocated grid position.
- 9.1.11 Five second indication: When the starter is satisfied that all Cars are correctly positioned, the starter will indicate that there are approximately five (5) seconds before the red light is to be switched on; 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 Lane exit in Pit Lane, are deemed to have come under the starter's orders.

- 9.1.12 Red/Green lights: At any time not less than three (3) seconds and not more than five (5) seconds after the red light is shown, the start of the race will be indicated by the extinguishing of the red light.
NOTE: A green light may be displayed to indicate that the race has started. It is not compulsory to show such green lights. If the lights are not functioning, the National Flag will be used, being raised at the five (5) second mark, and dropped between three (3) and five (5) seconds later to indicate the start of the race.
- 9.1.13 Flashing yellow lights: will indicate a delayed formation lap or aborted start, and a "Start Delayed" board will be displayed. In this case the start procedure will recommence from the 5 Minute signal and the race may be shortened under the authority of the Stewards for each aborted pre-race lap completed. The Car or Cars that caused the delayed formation lap or aborted start will be permitted to start the race but only from either the rear of the grid or Pit Lane in any subsequent race restart.
- 9.1.14 Starting from Pit Lane: Any Car that is unable to take its place on the grid at the end of its reconnaissance lap or that encounters a problem during the formation lap or is unable to keep up may be driven into Pit Lane instead of proceeding to the grid. If such Car is driven to the grid instead of to the Pit Lane, it must start the race from the rear of the grid. Cars that have entered Pit Lane may start the race from the Pit Lane exit (having come under Starter's Orders – Rule D 9.1.11), but only on the direction of an official, and after the rest of the field has passed the Pit Lane exit. If more than one (1) Car is affected in this way, they will line up at Pit Exit in the order that they arrived. Any Car, not having come under starter's orders (Rule D 9.1.11) will be deemed to be a non-starter and will receive a black flag and excluded from the race.
- 9.1.15 Car stopped on grid at the end of the formation lap: If a Car does not start or stalls at this stage, the Driver must raise one hand high or give another appropriate signal. Any Car which is still on the grid after the field has left the grid may be push-started by officials, or, if so directed by officials, by the pit crew; in which case the Car must go straight to the Pit Lane where the Driver must be able to demonstrate to the CTM that the Car can be started on the starter motor without any external assistance.
- 9.1.16 Teams are not permitted to remove wheels/ Tyres on the grid at anytime unless:
- 9.1.16.1 the weather conditions are variable; Then changing from dry Control Tyres to wet weather Control Tyres only will be permitted; and/or
 - 9.1.16.2 a puncture is discovered in a Control Tyre. Any Control Tyre that is replaced as a result of a puncture will be confiscated by the CTM and rendered unusable.
 - 9.1.16.3 prior permission to remove the wheel/tyre is granted by the CTM.

D 9.2 Endurance Events

Unless advised in Supplementary or Further Supplementary Regulations or Bulletins the following Starting procedure will be followed at all Endurance Events.

- 9.2.1 Thirty minutes: When thirty (30) minutes remain before the formation lap, a warning will be sounded. At this time all Cars must be in their Pit Bays at an angle of 45 degrees with the nose of the Car pointing toward Pit Exit.
- 9.2.2 Twenty Five Minutes: When twenty five (25) minutes remain before the formation lap a warning will be sounded, Pit Exit will open and the Cars will leave their Pit Bay for one (1) reconnaissance lap, at the end of which each Car must stop on their allocated grid positions, and pit crew may then approach the Cars for final preparation. Cars must exit Pit Lane in Pit Garage order. A Car will not be permitted to move out of its Pit Bay until the previous Car has wholly entered the fast lane unless the previous Car has an obvious problem and cannot exit its Pit Bay. 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 to exit Pit Lane. An audible warning will sound 2 minutes before the closure of the Pit Lane exit.
- 9.2.3 Fifteen minutes: When fifteen (15) minutes remain before the formation lap, a warning will be sounded: the Pit Lane exit will be closed at this time. Cars qualified to start but which have not exited the Pit Lane may be permitted to start the race from the Pit Lane exit, pursuant to Rule D 9.2.14.
- 9.2.4 Five minutes: 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.
- 9.2.5 Three minutes: When three (3) minutes remain before the formation lap, a warning will be sounded and a 3 Minute board displayed by the Starter.
- 9.2.6 Two minutes: When two (2) minutes remain before the formation lap, a warning will be sounded and a 2 Minute board displayed by the Starter. The grid will then be cleared of all personnel except for necessary crew members, authorised TV personnel and authorised officials.
- 9.2.7 One minute: When one (1) minute remains before the formation lap, a further warning will be sounded, and a 1-Minute board displayed by the starter. The grid will be cleared of all personnel.
- 9.2.8 Thirty seconds: When 30 seconds remain before the formation lap a warning will be sounded and the starter will display a 30-Second board.
- 9.2.9 Formation lap: When the starter displays the green flag, all Cars may then proceed on a formation lap led by the Car on pole position. During the formation lap Cars will maintain their starting order. Passing is only allowed in order to maintain formation. If a Car does not start or stalls, the Driver must raise one hand high or give another appropriate signal. The Car may be push started by officials, or, if so directed by officials, by the pit crew, after the rest of the field has left the grid; in which case the Car must enter Pit Lane at the first opportunity where the Driver must be able to demonstrate to the CTM that the Car can be started on the starter motor without any external assistance.
- 9.2.10 Return to grid: When Cars return to the grid, each Car must stop on its allocated grid position.
- 9.2.11 Five second indication: When the starter is satisfied that all Cars are correctly positioned, the starter will indicate that there are approximately five (5) seconds before the red light is to be switched on; 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 Lane exit in Pit Lane, are deemed to have come under the starter's orders.
- 9.2.12 Red/Green lights: At any time not less than three (3) seconds and not more than five (5) seconds after the red light is shown, the start of the race will be indicated by the extinguishing of the red light.
- NOTE:** A green light may be displayed to indicate that the race has started. It is not compulsory to show such green lights. If the lights are not functioning, the National Flag will be used, being raised at the five (5) second mark, and dropped between three (3) and five (5) seconds later to indicate the start of the race.
- 9.2.13 Flashing yellow lights: will indicate a delayed formation lap or aborted start, and a "Start Delayed" board will be displayed. In this case the start procedure will recommence from the 5 Minute signal and the race may be shortened under the authority of the Stewards for each aborted pre-race lap completed. The Car or Cars that caused the delayed formation lap or aborted start will be permitted to start the Race but only from either the rear of the grid or Pit Lane in any subsequent race restart.
- 9.2.14 Starting from Pit Lane: Any Car that is unable to take its place on the grid at the end of its reconnaissance lap or that encounters a problem during the formation lap or is

unable to keep up may be driven into Pit Lane instead of proceeding to the grid. If any Car is driven to the Grid instead of to the Pit Lane, it must start the race from the rear of the grid. Cars that have entered Pit Lane may start the race from the Pit Lane exit (having come under Starter's Orders – Rule D 9.2.11), but only on the direction of an official, and after the rest of the field has passed the Pit Lane exit. If more than one (1) Car is affected in this way, they will line up at Pit Exit in the order that they arrived. Any Car, not having come under starter's orders (Rule D 9.2.11), will be deemed to be a non-starter and will receive a black flag and excluded from the race.

- 9.2.15 Car stopped on grid at the end of its formation lap: If a Car does not start or stalls at this stage, the Driver must raise one hand high or give another appropriate signal. Any Car which is still on the grid after the field has left the grid may be push-started by officials, or, if so directed by officials, by the pit crew; in which case the Car must go straight to the Pit Lane where the Driver must be able to demonstrate to the CTM that the Car can be started on the starter motor without any external assistance.

D9.3 DVS Race Starts

Unless advised in Supplementary /Further Supplementary Regulations or Bulletins the following Starting procedure will be followed at all Sprint Events.

- 9.3.1 Ten Minutes: When ten (10) minutes remain before the formation Lap a warning will be sounded, Pit Exit will open and the Cars will leave their Pit Bay for a maximum of one (1) reconnaissance lap, at the end of which each Car must stop on the grid in its allocated grid position, and the pit crew may then approach the Cars for final preparation. Cars must exit Pit Lane in Pit Garage order. A Car will not be permitted to move out of its Pit Bay until the previous Car has wholly entered the fast lane unless the previous Car has an obvious problem and cannot exit its Pit Bay. 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 to exit Pit Lane. An audible warning will sound 2 minutes before the closure of the Pit Lane exit.
- 9.3.2 Five minutes: When five (5) minutes remain before the formation lap, a warning will be sounded and a 5 Minute board will be displayed: the Pit Lane exit will be closed at this time. Cars qualified to start but which have not exited the Pit Lane may be permitted to start the race from the Pit Lane exit, pursuant to Rule D 9.1.14.
- 9.3.3 Three minutes: 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.
- 9.3.4 Two minutes: When two (2) minutes remain before the formation lap, a warning will be sounded and a 2-Minute board displayed by the Starter. The grid will then be cleared of all personnel except for necessary crew members, authorised TV personnel and authorised officials.
- 9.3.5 One minute: When one (1) minute remains before the formation lap, a further warning will be sounded, and a 1-Minute board displayed by the starter. The grid will be cleared of all personnel.
- 9.3.6 Thirty seconds: When 30 seconds remain before the formation lap a warning will be sounded and the starter will display a 30-Second board.
- 9.3.7 Formation lap: When the starter displays the green flag, all Cars may then proceed on a formation lap led by the Car on pole position. During the formation lap Cars will maintain their starting order. Passing is only allowed in order to maintain formation. If a Car does not start or stalls, the Driver must raise one hand high or give another appropriate signal. The Car may be push-started by officials, or, if so directed by officials, by the pit crew, after the rest of the field has left the grid; in which case the Car must enter Pit Lane at the first opportunity where the Driver must be able to demonstrate to the CTM that the Car can be started on the starter motor without any external assistance.

- 9.3.8 Return to grid: When Cars return to the grid, each Car must stop on its allocated grid position.
- 9.3.9 Five second indication: When the starter is satisfied that all Cars are correctly positioned, the starter will indicate that there are approximately five (5) seconds before the red light is to be switched on; 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 Lane exit in Pit Lane, are deemed to have come under the starter's orders.
- 9.3.10 Red/Green lights: At any time not less than three (3) seconds and not more than five (5) seconds after the red light is shown, the start of the race will be indicated by the extinguishing of the red light.
- NOTE:** A green light may be displayed to indicate that the race has started. It is not compulsory to show such green lights. If the lights are not functioning, the National Flag will be used, being raised at the five (5) second mark, and dropped between three (3) and five (5) seconds later to indicate the start of the race.
- 9.3.11 Flashing yellow lights: will indicate a delayed formation lap or aborted start, and a "Start Delayed" board will be displayed. In this case the start procedure will recommence from the 5 Minute signal and the race may be shortened under the authority of the Stewards for each aborted pre-race lap completed. The Car or Cars that caused the delayed formation lap or aborted start will be permitted to start the race but only from either the rear of the grid or Pit Lane in any subsequent race restart.
- 9.3.12 Starting from Pit Lane: Any Car that is unable to take its place on the grid at the end of its reconnaissance lap or that encounters a problem during the formation lap or is unable to keep up may be driven into Pit Lane instead of proceeding to the grid. If such Car is driven to the grid instead of to the Pit Lane, it must start the race from the rear of the grid. Cars that have entered Pit Lane may start the race from the Pit Lane exit (having come under Starter's Orders – Rule D 9.1.11), but only on the direction of an official, and after the rest of the field has passed the Pit Lane exit. If more than one (1) Car is affected in this way, they will line up at Pit Exit in the order that they arrived. Any Car, not having come under starter's orders (Rule D 9.1.11) will be deemed to be a non-starter and will receive a black flag and excluded from the race.
- 9.3.13 Car stopped on grid at the end of the formation lap: If a Car does not start or stalls at this stage, the Driver must raise one hand high or give another appropriate signal. Any Car which is still on the grid after the field has left the grid may be push-started by officials, or, if so directed by officials, by the pit crew; in which case the Car must go straight to the Pit Lane where the Driver must be able to demonstrate to the CTM that the Car can be started on the starter motor without any external assistance.
- 9.3.14 Teams are not permitted to remove wheels/ Tyres on the grid at anytime unless:
- 9.3.14.1 the weather conditions are variable; Then changing from dry Control Tyres to wet weather Control Tyres only will be permitted; and/or
 - 9.3.14.2 a puncture is discovered in a Control Tyre. Any Control Tyre that is replaced as a result of a puncture will be confiscated by the CTM and rendered unusable.
 - 9.3.14.3 prior permission to remove the wheel/tyre is granted by the CTM.

D 9.4 Race Starts by Safety Car

- 9.4.1 In exceptional circumstances a race may be started behind the SC.
- 9.4.2 In this case, at the 5-minute signal (for Endurance Events) or the two (2) minute signal (for Sprint Events), the flashing yellow lights of the SC and the red starting light will be turned on, which will be the signal to drivers that the race will be started behind the SC.

- 9.4.3 When the starter extinguishes the red light, the SC will leave the grid with all the Cars following in single file and grid order no more than five (5) Car-lengths apart. The race will be considered started when the leading Car crosses the control line at the end of its lap. The SC will withdraw in the prescribed manner when directed by the Race Director.
- 9.4.4 Overtaking during the first lap is permitted only if a Car is delayed when leaving its grid position and the Cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting order.
- 9.4.5 Any Driver, stationary after the remainder of the Cars had crossed the starting line, who is thus delayed leaving the grid, may not overtake another moving Car and must form up at the back of the line of Cars behind the SC. If more than one (1) Driver is affected, they must form up at the back of the field in the order they left the grid.

D 10. STOPPING & RESTARTING RACES

D 10.1 Stopping - Red Flag

- 10.1.1 The Race Director, in consultation with the Clerk of Course, has the right to order a Race to be stopped at any time, whereupon the Clerk of Course or the Race Director will order the red flag to be displayed simultaneously at all marshals' posts. When the red flag is displayed, all Drivers must immediately reduce the speed of their Cars in the knowledge that:
- 10.1.1.1 the Race classification will be that at the end of the penultimate lap before the lap in which the signal to stop the Race was given;
 - 10.1.1.2 Race and service vehicles may be on the Race Track;
 - 10.1.1.3 the circuit may be totally blocked because of an accident;
 - 10.1.1.4 weather conditions may have made the Race Track undriveable at racing speed;
 - 10.1.1.5 the Pit Lane will be open; and
 - 10.1.1.6 any overtaking is strictly prohibited and
 - 10.1.1.7 all Cars will proceed to either the rear of the grid or Pit Lane.
- 10.1.2 During Races in which refuelling is permitted, in the case where a Car has entered Pit Lane and passed the Pit Lane speed restriction sign prior to the display of the red flag, refuelling of that Car is allowed. During all other Races, refuelling is prohibited during a red flag period.
- 10.1.3 If a Race can be restarted, the procedure to be followed after a Race has been stopped will vary according to the number of laps completed by the leading Car before the signal to stop the Race was given. The relevant procedures are set out in this Rule D10
- 10.1.4 Refer to Schedule D7 regarding announcements that will be made over the RMC when a Race is Stopped by red flag.

D 10.2 Restart - Case A

- 10.2.1 This Rule D 10.2 will apply if the Race was stopped after less than two (2) full laps had been completed by the lead Car.
- 10.2.2 Other than any Investigations, Penalties that have been imposed but not served, Penalties that may be assessed and imposed as a result of any Investigation and Hearing, the original start will be deemed null and void.
- 10.2.3 The length of the restarted Race will be the full original Race length unless the Stewards direct a shorter length or time.
- 10.2.4 The Drivers who were eligible to take part in the Race will be eligible for the restart but only in the Car in which they started the aborted Race.
- a) Any such Cars will be permitted to join the Race irrespective of whether or not they came under starters orders at the time of the Race restart.
- 10.2.5 After the signal to stop the Race has been given, all Cars able to do so will proceed slowly and directly to:
- 10.2.5.1 (if the grid is clear) to their original grid position; or
 - 10.2.5.2 (if the grid is not clear) to a position behind the last grid position as directed by the officials; or
 - 10.2.5.3 the Pit Lane.
- 10.2.6 All Cars may be worked on, except that refuelling is prohibited unless D 10.1.2 applies.
- 10.2.7 If work on a Car is carried out on the grid, it must be done at the Car's original grid position unless approved by the Race Director, and must not impede any preparations for the new start.

- 10.2.8 Unless otherwise specified in Supplementary Regulations, the Race countdown will recommence from the five (5) minute signal. The Pit Lane Exit will close at the three (3) minute signal.
- 10.2.9 The Race Director may at his discretion instruct the Cars to complete an additional formation lap/s prior to the Race restart.
- 10.2.10 Any decisions made by the Race Director in regard to the above will be final and are not subject to Protest.

D 10.3 Restart – Case B

- 10.3.1 This Rule D 10.3 will apply if the Race is stopped after two (2) or more full laps, but less than 75 percent of the Race distance/duration (rounded up to the next lap/minute) at a Sprint Event or less than 90 percent of the Race distance/duration (rounded up to the next lap/minute) at an Endurance Event has been completed by the leading Car.
- 10.3.2 Where relevant, the following matters will be carried over from the original Race start at the restart:
 - 10.3.2.1 Any Investigations, Penalties that have been imposed but not served;
 - 10.3.2.2 Penalties that may be assessed and imposed as a result of any Investigation and Hearing.
 - 10.3.2.3 The Race order at the end of the penultimate lap before the lap in which the signal to stop the Race was given;
 - 10.3.2.4 The number of laps covered by each Driver;
 - 10.3.2.5 Any Race lap record set during the original Race; andOther than the above, the original Race will be deemed null and void.
- 10.3.3 The length of the restarted Race will be three (3) laps less than the original Race distance less the number of laps completed by the leading Car before the signal to stop was given unless the Stewards approve a shorter length or time.
- 10.3.4 The grid for the restarted Race will be arranged in the Race order at the end of the penultimate lap before the lap in which the signal to stop the Race was given; the grid positions will not be closed up should any Cars be unable to start.
- 10.3.5 Only Cars which took part in the original start will be eligible to re-start and then only if they returned under their own power by an authorised route to either the Pit Lane, to a position behind the last grid position as directed by the officials, or to the grid. Any such Cars will be permitted to rejoin the Race irrespective of whether or not they came under starters orders at the time of the Race restart.
 - 10.3.5.1 The Race Director may at his discretion instruct the Cars to complete an additional formation lap/s prior to the Race restart.
- 10.3.6 Cars may be worked on in their Pit Bay or on the grid, but subject to Rule D10.1.2, no refuelling is permitted at this time.
- 10.3.7 If work on a Car is carried out on the grid, it must be done at the Car's allocated grid position, unless approved by the Race Director, and must not impede any preparations for the new start.
- 10.3.8 Subject to Rule D10.1.2, if a Car returns to its Pit Bay for refuelling, such refuelling may only commence after the restart, after which the Car may rejoin the Race.
- 10.3.9 Unless otherwise specified in Supplementary Regulations, the Race will be restarted at the five (5) minute signal. The Pit Lane exit will close at the three (3) minute signal.
- 10.3.10 Any decisions made by the Race Director in regard to the above will be final and are not subject to Protest.

D 10.4 No Restart – Sprint Event

- 10.4.1 After 75% distance/duration has been completed at a Sprint Event.
 - 10.4.1.1 This Rule D 10.4.1 will apply if the Race was stopped after 75% or more of the original Race distance/duration (rounded up to the next lap/minute) had been completed by the lead Car.
 - 10.4.1.2 The Cars will be sent directly to the Parc Ferme and the Race will be deemed to have finished, and the Race classification will be the Race order at the end of the penultimate lap before the lap in which the signal to stop the Race was given.
- 10.4.2 When 75% distance/duration has not been completed.
 - 10.4.2.1 This Rule D 10.4.2 will apply if the Race was stopped after two or more full laps, but less than 75 percent of the Race distance/duration (rounded up to the next lap/minute) had been completed by the lead Car and due to extreme circumstance the Race cannot be restarted.
 - 10.4.2.2 The Cars will be sent directly to the Parc Ferme and the Race will be deemed to have finished, and the Race classification will be the Race order at the end of the penultimate lap before the lap in which the signal to stop the Race was given.

D 10.5 No Restart –Endurance Event

- 10.5.1 After 90% distance/duration has been completed at an Endurance Event.
 - 10.5.1.1 This Rule D 10.5.1 will apply if the Race was stopped after 90% or more of the original Race distance/duration (rounded up to the next lap/minute) had been completed by the lead Car.
 - 10.5.1.2 The Cars will be sent directly to the Parc Ferme and the Race will be deemed to have finished, and the Race classification will be the Race order at the end of the penultimate lap before the lap in which the signal to stop the Race was given.
- 10.5.2 When 90% distance/duration has not been completed.
 - 10.5.2.1 This Rule D 10.5.2 will apply if the Race was stopped after two or more full laps, but less than 90 percent of the Race distance/duration (rounded up to the next lap/minute) had been completed by the lead Car and due to extreme circumstance the Race cannot be restarted.
 - 10.5.2.2 The Cars will be sent directly to the Parc Ferme and the Race will be deemed to have finished, and the Race classification will be the Race order at the end of the penultimate lap before the lap in which the signal to stop the Race was given.

D 10.6 Stopping - Time Certain Finish

For Time Certain Races, the chequered flag will be shown to the leading car as it crosses the control line at the end of the number of laps as detailed in the Supplementary Regulations or the first time it crosses the control line after the time detailed in the Supplementary Regulations plus 1 lap - whichever comes first.

D 11. SAFETY CAR (“SC”) PROCEDURES

D 11.1 Intervention

The Race Director has the right to order the intervention of the Safety Car (“SC”) at any time.

D 11.2 Identification

- 11.2.1 The SC will be marked SAFETY CAR on the rear in letters of similar dimensions to those of the Race numbers and on the side in suitable dimensions. Alternatively or additionally, with the approval of the Race Director, an electronic sign may be attached to the light bar to display the words SAFETY CAR and/or other information.
- 11.2.2 The SC will have at least one yellow or orange flashing lights on the roof each powered by a different electrical circuit and at least one (1) clearly visible rearward facing green light. It will be driven by an experienced circuit driver. It will carry an approved observer capable of recognising all the competing Cars, who is in permanent radio contact with Race control.

D 11.3 Commencement of a Race

Prior to the formation lap the SC will take up position at the front of the grid and remain there until the five (5) minute signal (for Endurance Events) or the two (2) minute signal (for Sprint Events). At this signal the SC will cover a lap of the Race Track and enter the Pit Lane or the place determined by the Race Director.

D 11.4 Deployment of SC During a Race

- 11.4.1 The SC will be deployed to neutralise a Race upon the decision of the Race Director. It will normally be used if Competitors or officials are in immediate physical danger but the circumstances are not such to necessitate stopping the Race.
- 11.4.2 When the order is given to deploy the SC during the Race, all flag posts will display a waved yellow flag and a SC board which will be displayed until the intervention is over.
- 11.4.3 When notified of the SC intervention (by the flag signals and SC boards), all Cars will reduce speed and line up behind the SC maintaining the same speed as the SC. Overtaking of the SC is forbidden unless signalled to do so by the observer in the SC, at which time the Car may overtake the SC and continue at reduced speed until the Car reaches the line of Cars behind the SC. The SC will be used at least until the leader or other relevant Car is behind the SC.
- 11.4.4 During the Race, the SC with its flashing lights on, will start from the Pit Lane and will join the Race track regardless of where the Race leader may be.
- 11.4.5 When ordered to do so by the Race Director, the observer in the SC will use a green light on the rear of the car (or other signal) to signal individual Cars between it and the Race leader (or other relevant Car) that it should pass, and such Cars will continue at reduced speed and without overtaking until they reach the line of Cars behind the SC.
 - 11.4.5.1 If after positioning the leader behind the Safety Car, the leader stops and a lapped Car/s comes between the new leader and the Safety Car, the lapped Car or Cars will be signalled past when appropriate. In this case, the Safety Car withdrawal will not necessarily be delayed to allow the Car or Cars to rejoin at the rear of the line.
- 11.4.6 The SC will be used at least until the Race leader (or other relevant Car) is behind it and generally when all remaining Cars are lined up behind it.
- 11.4.7 Prior to the lead Car crossing the Control Line at the end of a Safety Car deployment, or on the restart lap, any Car that is 2 or more laps behind the lead Car must reposition itself such that it is not in front of any Car that is less than 2 laps behind the lead Car. This may only be achieved by driving through Pit Lane.

- 11.4.8 All Cars must maintain the same speed as the SC whilst in convoy and the same speed as the Car in front. All Drivers must maintain a maximum distance of five (5) Car lengths from the Car in front until the Safety Car has pulled off the Race Track. The Stewards may impose a penalty upon any Driver who is considered to have gained an unfair advantage (inadvertently or not) from a breach of this Rule; and should a Driver breach this Rule for the benefit of another, both may be penalised.
- 11.4.89 While the SC is in operation, Drivers may stop at their Pit Bay, but may only rejoin the Race Track when the Pit Lane exit is open. Pit Lane exit will be open at all times except when the SC and the line of Cars following it are about to pass, or are passing, the Pit Lane exit. A Car rejoining the Race Track must proceed at reduced speed until it reaches the end of the line of Cars behind the SC.
- 11.4.910 Under certain circumstances, such as the pit straight being blocked by an incident, the Race Director may ask the SC to drive through the Pit Lane. In these cases, and provided its lights remain flashing, all Cars must follow it into the Pit Lane without overtaking. Any Car entering the Pit Lane under these circumstances may stop at its designated Pit Bay.
- 11.4.1011 When the SC boards / yellow flags are displayed and the Pit Lane Exit is open, the position of Cars exiting the Pit Lane relative to those on the Race Track, including the Safety Car, will be determined by the order of the Cars as they cross the nominated line that crosses the Race Track and the Pit Lane Exit.
- 11.4.112 When the SC Boards / yellow flags are displayed, Drivers intending to enter Pit Lane must maintain track position until they cross the painted line that crosses the Race Track at the Pit Lane Entry.

D 11.5 End of SC Deployment

- 11.5.1 When the Race Director calls in the SC, it will extinguish all the flashing lights, accelerate away from the field and enter the Pit Lane at the end of that lap. The lead Car will be required to maintain the prescribed speed until the Safety Car is entering Pit Lane.
- 11.5.2 Once the announcement has been made on the RMC that the Safety Car has entered Pit Lane ~~the lead~~ all Cars will be permitted to accelerate or maintain its their current speed, but not slow down, up to the Control Line.
- 11.5.3 As the SC is entering the Pit Lane, the yellow flags and SC boards at the flag posts will be replaced with waved green flags until the last car crosses the Control Line
- 11.5.4 When the SC has pulled off the Race Track and the Cars are approaching the control line, a green light/green flag will be shown at the start line
- 11.5.5 Overtaking remains strictly forbidden until the Cars pass the control (timing) line unless a Car slows with an obvious problem. It is permitted to overlap prior to this line, but only after the apex of the final turn or another turn as nominated by the Race Director.
- 11.5.6 Following the withdrawal of the SC, any Cars that are not racing on the lead lap of the Race are required, as soon as it is safe to do so, to move off the racing line and let any Cars that are racing on the lead lap to overtake them. Any Car judged to have failed to comply with this Rule may be have a PLP or other penalties as determined by the Stewards applied.

D 11.6 Race Laps

Unless otherwise provided in Supplementary/Further Supplementary Regulations

- 11.6.1 In all VCS and DVS Meetings each lap while the SC is deployed will be counted as a Race lap.
- 11.6.2 In races expressed in time rather than in distance or a number of laps, each lap of the SC intervention will be counted as a Race lap.

D 11.7 Race Finishes by SC

If the Race ends whilst the SC is deployed it will enter the Pit Lane at the end of the last lap and the Cars will continue on the track proper without overtaking and take the chequered flag.

D12. PIT STOPS

D 12.1 Types

12.1.1 Discretionary Pit Stops (“DPS”):

- 12.1.1.1 May be undertaken at any time during any Practice, Warm-up or Qualifying (however described) session, or Race;
- 12.1.1.2 Are for making adjustments or ‘running repairs’ to a Car, or changing Tyres and/or other matters which require rectification;
- 12.1.1.3 In which refuelling is only, permitted during a Race unless specifically authorised in Supplementary/Further Supplementary Regulations; and
- 12.1.1.4 Are not permitted while a Car is conducting a PLP (Schedule B 4).

12.1.2 ID Lights

Unless otherwise specified in Supplementary Regulations/Further Supplementary Regulations, all Cars must have the ID Lights illuminated as follows:

- (a) the Green ID Light must be illuminated when a Co-Driver is driving the Car at an Endurance round: and
- (b) the Yellow ID Light must be illuminated at all times that the Car is fitted with Soft Tyres.

D 12.2 Personnel

12.2.1 Unless otherwise specified in Supplementary/Further Supplementary Regulations, each Car may be attended by a maximum of:

- 12.2.1.1 Six (6) people across the prescribed line when carrying out any pit stop in any race; or
- 12.2.1.2 Eight (8) people across the prescribed line when carrying out any pit stop in either the Endurance Events or other Meetings where specified in Supplementary/Further Supplementary Regulations subject to Rule D12.2.5; and only those numbers of people may work on a Car throughout a Pit Stop.

12.2.2 One of the people in either part of Rule D 12.2.1 must be the Car Controller;

- 12.2.2.1 through whom the Competitor will be responsible for the safe operation of all Pit Stops;
- 12.2.2.2 whose primary duty is to ensure that the Pit Stop is carried out safely and in accordance with all applicable Rules;
- 12.2.2.3 who must be primarily positioned near the front of the Car while it is in its Pit Bay; and
- 12.2.2.4 who must not undertake any work at all on a Car at any Pit Stop; and
- 12.2.2.5 who must at all times maintain full control of the Pit Stop, all the Team’s Pit personnel and the Car’s movements into the Pit Bay and out into the fast lane of the Pit Lane.

12.2.3 Only one (1) of the people in either part of Rule D 12.2.1 may operate the Air Jack during a Pit stop. This person is not permitted to assist in any way with the wheel/tyre changing part of a pit stop.

12.2.4 Other than the people numbered in Rule D12.2.1, any person who crosses the prescribed line or who assists such people in any way by passing or rolling any tools, components, wheels/Tyres or other equipment across the prescribed line will be deemed to have crossed the prescribed line and to be working on the Car.

12.2.5 At Endurance Events, the Driver leaving the Car or one (1) person additional to those permitted in Rule D12.2.1.2 may assist the incoming Driver with tasks such as adjust/fasten seatbelts, adjust/change the seat, adjust the mirrors, connect radio links and/or drink bottle replenishment and such tasks will not be counted as working on the Car, conditional upon these being the only such tasks being performed by this

person during the Pit Stop. If the additional person is used then the Driver leaving 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.

D 12.3 Air Impact Tools and Pressure Vessels

- 12.3.1 Only the Air Impact Tools and gas pressure regulators that appear in Schedule D 4 of these Rules are permitted to be used for any wheel changing operations during any Pit Stop in a Race while in Pit Lane.
- 12.3.2 All Teams must be equipped with a minimum of two (2) Air Impact Tools and an air lance during any Race.
- 12.3.3 The minimum weight for any impact gun used during wheel changing operations during any pit stop is 3.95 Kg., which weight must be achieved with the wheel nut socket and any inlet fittings removed.
- 12.3.4 The use of extra high pressure (EHP) air/nitrogen bottles is not permitted at any time.
- 12.3.5 All air lines and fittings (the "Pressure Vessels") must be certified that they are capable of withstanding the operating pressures experienced during operation.
- 12.3.6 All air/nitrogen bottles and accumulator tanks must be certified to the appropriate Australian Standard.
- 12.3.7 Teams are not permitted to use a Pit Bay Boom as a pressure vessel of any sort.
- 12.3.8 The maximum total height of the air/ nitrogen bottles permitted to be used by DVS Teams in Pit Lane during a VCS Meeting is 2 metres. Cylinders must only be transported and used in a vertical position.

D 12.4 Pit Lane

- 12.4.1 Includes the pit signalling area, the lane closest to the pit signalling wall called the 'fast lane' and the lane closest to the Pit Garages called the 'working lane' which includes all the Pit Bays.
- 12.4.2 Any central corridor separating the 'working lane' and the 'fast lane' is reserved for authorised officials only.
- 12.4.3 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.
- 12.4.4 Speed Limit is 40 km/h in Pit Lane at all times and if exceeded:
 - 12.4.4.1 during any practice or qualifying session (however described) may result in the Driver being referred to the Stewards; and
 - 12.4.4.2 in any race, the Stewards may apply a PLP; and
 - 12.4.4.3 in either case, the Driver may be referred to the Stewards for any other Penalty provided by the Rules.
- 12.4.5 Pit Wall Structures:

No equipment may be placed on the pit signalling wall at any time. No structures are permitted to be erected, placed or constructed in the area at the pit signalling wall used by Teams or officials. For clarification, this means that no Team is permitted to use a structure that contains seats or bench space or overhead shade or monitors or other equipment in the area at the pit signalling wall used by Teams or officials. This does not prevent Teams from using beacons, signalling boards or laptops in this area provided that all times.
- 12.4.6 Pit Lane Parking:
 - 12.4.6.1 During all Races all Cars will be required to parallel park in their Pit Bay.
 - 12.4.6.2 During all Practice and Qualifying sessions Cars will be required to be positioned in their Pit Bay at 45° with the nose pointing towards the garage when parked in Pit Lane.
- 12.4.7 No overtaking is permitted in Pit Lane except in exceptional circumstances. Examples may include a slow Car with obvious damage, or a stopped Car.

D 12.5 Procedures

- 12.5.1 Personnel Permitted At Pit Wall:
Only three (3) Team members per Car are permitted at the pit signalling wall. 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
- 12.5.2 Race Start:
Only officials, Team members in accordance with D8.1.4 and media personnel specifically authorised by the Race Director, are permitted at the pit signalling wall from the time the Cars move off on the formation lap.
- 12.5.3 Overshooting:
If a Driver passes his Pit Bay before stopping, the Car may be pushed backwards to its Pit Bay by its pit crew.
- 12.5.4 Reverse gear:
Use of reverse gear anywhere in the Pit Lane is absolutely forbidden.
- 12.5.5 Exiting Pit Lane:
At all times, Cars will exit Pit Lane under the responsibility of the Driver.
 - 12.5.5.1 A Car exiting the Pit Lane must always do so wholly within the 'fast lane'.
- 12.5.6 Engines:
 - 12.5.6.1 Engines may remain running at any Pit Stop.
 - 12.5.6.2 For tuning or regulating purposes, the engine may be re-started with the help of an auxiliary energy source.
 - 12.5.6.3 At all times prior to a Car proceeding onto the Race Track, the engine must be started by the Driver from his seat, using only the means available on board the Car.
- 12.5.7 Prohibited Devices:
 - 12.5.7.1 Except for electric cooling fans, the use of any spark-generating device or high-temperature device is prohibited in/on any part of the Pit Lane.
- 12.5.8 Working on a Car During a Race, Practice or Qualifying Session:
 - 12.5.8.1 With the exception of makeshift repair carried out on a Car in a safe place by the Driver alone with the means on board, any replenishment, maintenance work or repairs must be carried out in the Car's Pit Bay or Pit Garage.
 - 12.5.8.2 In any Race, if a Car is removed from the Pit Lane and Pit Garage, the Car will be excluded from the Race.
 - 12.5.8.3 In any Race, each Team is permitted to work on only one Car at a time in the Pit Lane or the Team's Pit Bays.
 - 12.5.8.4 It is prohibited to work on a Car in the Fast Lane at anytime, unless approved by the CTM.
- 12.5.9 Pit Exit Opening
 - 12.5.9.1 Cars are not permitted to leave their Pit Bay prior to the opening of Pit Exit for any Practice or Qualifying session, Once Pit Exit is opened for a session Cars must depart their Pit Bay in Pit Lane order unless a Car is remaining in its Pit Bay or Pit Garage. Cars participating in the Shootout are not required to comply with this Rule.
- 12.5.10 Pit Bay Markings
 - 12.5.10.1 Teams are permitted to place tape or other non-permanent markings on the Pit Lane to indicate where they intend to position their Car during Pit Stops.
 - 12.5.10.2 The location, size and type of Team's Pit Stop markings will be subject to the approval of the AOM.
 - 12.5.10.3 No lines or other markings may be painted onto any part of the Pit Lane.

D 12.6 Securing Equipment

- 12.6.1 Pit booms/gantries:
 - 12.6.1.1 All Pit booms must be constructed and assembled in such a way that they can and must be securely fixed to the Pit Garage structure at all times.
 - 12.6.1.2 A maximum of one (1) only Pit boom per two (2) Car Team is permitted during any Race.
 - 12.6.1.3 Single Car teams “paired” together at a Meeting must place their Pit Bay booms next to each other. Any such arrangement must be constructed to the approval of the AOM.
 - 12.6.1.4 For the purpose of this Rule the third Car in a three (3) Car Team will be considered a Single Car Team.
- 12.6.2 Clearance: The minimum height clearance for rigs/air lines/ etcetera extending over the Pit Lane is two (2) metres.
- 12.6.3 Length: The maximum length that a Team’s Pit Boom is permitted to extend from the Pit Garage / bollard across its Pit Bay is five (5) metres and will be subject to the approval of the AOM. In unusual circumstances the AOM in his absolute discretion may make variations to this requirement.
- 12.6.4 Gas bottles: All gas bottles must be securely fixed to the Pit Garage structure at all times.

D12.7 Use of Equipment/Tools

- 12.7.1 Pit crews 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.
- 12.7.2 During any Pit Stop all equipment and parts (however described) must always be under the complete control of those people permitted to work on a Car pursuant to Rule D 12.2.
- 12.7.3 Each Car must be completely free of all hoses, tools and any other equipment upon entry to and before leaving its Pit Bay. The rear wheels of a Car must not at any time roll or pass over any parts or equipment under the control of its Team.
- 12.7.4 Pit crews must ensure that any equipment and parts (however described), debris or other materials are removed to behind the prescribed line within one (1) lap from the completion of any Pit Stop.
- 12.7.5 All parts and equipment must be kept entirely within the inner (working) lane of Pit Lane at all times.
- 12.7.6 A Competitor may be penalised if any of its parts or equipment cross into another Competitor’s Pit Bay.
- 12.7.7 Air jacks must always be manually operated from the Pit Garage side of the Car during any Pit Stop. The air jack operator must remain in control of the air jacks at all times during the pit stop.
- 12.7.8 Sprint Events
 - Unless otherwise specified in Supplementary/Further Supplementary Regulations, during Races at Sprint Events,
 - 12.7.8.1 During all Pit Stops at a Sprint Event, Teams must have two (2) Air Impact Tools allocated to each side of the Car,
 - 12.7.8.2 Only two (2) Air Impact Tools are permitted to be used during a Pit Stop unless Rule D 12.7.8.3 applies.
 - 12.7.8.3 In the event of a failure of an Air Impact Tool during a Pit Stop, the Team will be permitted to replace the Air Impact Tool suffering the failure with the other Air Impact Tool allocated to that side of the Car.
 - 12.7.8.4 The failed Air Impact Tool must be placed on the ground behind the replacement tool before the replacement tool is permitted to be used.
 - 12.7.8.5 Throwing an Air Impact Tool from one Team member to another is not permitted.

- 12.7.8.6 No Air Impact Tool is permitted to be used on both sides of a Car during a Pit Stop.
- 12.7.9 Endurance Events
 - Unless otherwise specified in Supplementary/Further Supplementary Regulations, during Races at an Endurance Event;
 - 12.7.9.1 During all Pit Stops at an Endurance Event, Teams must have two (2) Air Impact Tools allocated to each side of the Car,
 - 12.7.9.2 Only four (4) Air Impact Tools are permitted to be used during a Pit Stop unless Rule D 12.7.8.3 applies.
 - 12.7.9.3 The failed Air Impact Tool must be placed next to the replacement tool before the replacement tool is permitted to be used.
 - 12.7.9.4 Throwing an Air Impact Tool from one Team member to another is not permitted.
 - 12.7.9.5 No Air Impact Tool is permitted to be used on both sides of a Car during a Pit Stop.

D 12.8 Safety

- 12.8.1 During Races, all Team personnel permitted across the prescribed line to assist with any Pit Stop must at all times wear protective helmets which should be such as to provide adequate protection for the circumstances in which such personnel undertake their tasks, other than when working under a Car.
 - 12.8.1.1 During all other V8 Supercar on track activity, it is highly recommended that all Team personnel permitted across the prescribed line to assist with any pit stop at all times wear protective helmets.
- 12.8.2 During Races, all Team personnel permitted across the prescribed line to assist with any Pit Stop must at all times wear eyewear which should be such as to provide adequate protection for the circumstances in which such personnel undertake their tasks, other than when working under a Car.
 - 12.8.2.1 During all other V8 Supercar on track activity, it is highly recommended that all Team personnel permitted across the prescribed line to assist with any Pit Stop at all times wear protective eyewear.
- 12.8.3 Other than wheel changing operations, at all times incompressible safety devices must be placed under the Car when any person has any part of their body (excepting hands and forearms) under any part of a Car in the Pit Bay or Pit Garage.
- 12.8.4 No device capable of causing any physical harm may be used in the Pit Bay to prevent Cars, Tyres or wheels or any other parts or equipment from rolling away.
- 12.8.5 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.
- 12.8.6 Subject to Rule E1.11, no person under the age of 16 years is permitted inside a Team's Pit Garage at any time during V8 Supercar on-track activities at a Meeting.
- 12.8.7 Non-essential personnel such as sponsors, families, or other guests of the Team are not permitted to access the front 50% of the Pit Garage that opens onto Pit Lane at anytime during V8 Supercar on-track activity.
- 12.8.8 Non-essential persons are not permitted in Team garages during any Race, Practice or Qualifying session during which re-fuelling is permitted, unless the location is adequately shielded against a fire.

D 13 FINISHING AND RESULTS

D 13.1 Crossing Finishing Line

- 13.1.1 The finishing line is the final control line.
- 13.1.2 The timing of a Car crossing the finishing line will be taken at the moment when the foremost portion of the Car passes over the finishing line or, where the timing apparatus is automatic in operation, the moment when it is operated.
- 13.1.3 The Pit Exit will close as the winner receives the chequered flag.

D 13.2 Classification

- 13.2.1 To be classified as a finisher, a Car must cross the finishing line on the Race Track under its own power; either:
 - 13.2.1.1 as the winner of the Race; or
 - 13.2.1.2 after the winner has crossed the finishing line; and
 - 13.2.1.3 must have covered at least seventy-five (75%) of the distance covered by the winner.
- 13.2.2 If a Car, in traversing its last lap, takes more than twice the time of the winner's fastest lap time for the Race, the Car will not be classified as a finisher.
- 13.2.3 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. If first shown to other than the leader, the results will be as at the time the leader last crossed the line before the flag was shown.
- 13.2.4 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.

D 13.3 Dead Heat Finish

- 13.3.1 A dead heat finish will occur when two (2) or more Cars cross the finishing line at exactly the same time.
- 13.3.2 In the case of a dead heat the Drivers will share the prize allotted to their place in the classification and the next available prize or prizes.
- 13.3.3 In no case where a dead heat occurs will the Competition be re-run.
- 13.3.4 In the event that a dead heat finish is used to decide the Grid positions for a Race in accordance with Rule D7 Grid positions will be determined by reference to the dead heat finishing Cars best qualifying time.

D 13.4 Effect of Protest

- 13.4.1 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.
- 13.4.2 Where a Protest has been lodged, the outcome of which might modify the classification of the Competition, the organisers will only publish a provisional classification and will withhold all prizes until a final decision concerning the Protest (including Appeals as provided in Rule B 5) has been reached.
- 13.4.3 Notwithstanding Rule D 13.4.2, where a Protest affects only part of the classification, such part of the classification which is not affected by the Protest may be published definitively and the corresponding prizes distributed.

D 13.5 Declaration of Final Results

Within thirty (30) minutes from the issue of the provisional results of a Competition, the Stewards will sign the provisional results, whereupon the provisional results will become final results, subject to:

- 13.5.1 Any protests received within the time limit (Rule B 5.2) and remaining unresolved;
- 13.5.2 Any unresolved judicial matters the outcome of which are likely to impact on the finishing classification; and
- 13.5.3 Any unresolved scrutineering matters the outcomes of which are likely to impact on the finishing classification.

D 13.6 Issuing of Results

- 13.6.1 At all VCS and DVS Meetings, Results will be issued for all Practice (including Warm-Up) Qualifying sessions and Races.
- 13.6.2 In all V8 Supercar on track activities described in Rule D13.6.1, three (3) types of results will be issued as follows:
 - 13.6.2.1 Preliminary Results:
Will be clearly indicated on the results as Preliminary. These are for information purposes only and will be distributed as soon as possible after the conclusion of an on track V8 Supercar activity.
 - 13.6.2.2 Provisional Results
Will be clearly indicated on the results as Provisional. These are issued after the conclusion of all IPO Investigations, Stewards Hearings and Technical checks have been completed. In the case of an Appeal, the Provisional Results will be endorsed by the Stewards as "Subject to Appeal" and re-posted on the Official Notice Board.
 - 13.6.2.3 Final Results
Will be clearly indicated on the results as Final. Provisional Results become Final thirty (30) minutes after the Provisional Results are posted providing there are no outstanding technical issues, IPO investigations, Protests or Appeals.

D 14 PARC FERME

D 14.1 Description

- 14.1.1 The Parc Ferme is the place to which competitors are obliged to bring their Cars. Unless otherwise advised in Supplementary/Further Supplementary Regulations or a Bulletin, the location of Parc Ferme will be a section of Pit Lane which may be cordoned off or other such location as determined by the CTM.
- 14.1.2 A Parc Ferme is compulsory for all Competitions in which scrutineering is required.
- 14.1.3 The area between the finish line and the designated Parc Ferme will be governed by the same requirements as the Parc Ferme itself.
- 14.1.4 Organisers, in conjunction with the CTM, will ensure that the Parc Ferme will be of adequate dimensions and well secured so as to ensure that no unauthorised person may gain access while Cars are within its bounds.

D 14.2 Officials' Control

The CTM and officials:

- 14.2.1 will be responsible for the operation of the Parc Ferme;
- 14.2.2 will maintain surveillance of the Parc Ferme; and
- 14.2.3 only such officials, and any officials appointed by the relevant ASN or V8 Supercars for the purpose, will be authorised to give directions and orders to competitors within the Parc Ferme.

D 14.3 Access Restricted

- 14.3.1 Within the bounds of the Parc Ferme, only officials who are authorised to be there will be permitted to enter.
- 14.3.2 Unless otherwise required by the CTM or nominee/s, all Drivers must leave the Parc Ferme as soon as practicable.

D 14.4 Cars Must Go To

- 14.4.1 At the conclusion of the final Race of each Meeting, unless otherwise directed by the CTM, all Cars must proceed directly to the Parc Ferme without interference, except by the marshals if required.
- 14.4.2 At the conclusion of all other Races at any Round or Event of either the DVS or the VCS, or other Meetings as may be specified, selected Cars may be detained for the minimum time required by the CTM, IO or the Stewards.
- 14.4.3 Any classified Cars, which cannot reach Parc Ferme under their own power, will be placed under the exclusive control of the marshals who will take them to Parc Ferme.
- 14.4.4 All Cars will remain in Parc Ferme until at least thirty (30) minutes after the posting of the Preliminary results or until the Stewards order their release.
- 14.4.5 At the discretion of the Stewards, Cars which have not been placed in Parc Ferme may not be classified.

D 14.5 Restricted Activities

- 14.5.1 Except for those activities detailed in D14.5.2, no intervention of any kind with a Car is allowed unless authorised by the CTM.
- 14.5.2 Teams are permitted to measure Tyres pressures and install cool suit loop lines or cool suit radiator protectors only while the Cars are in Parc Ferme.
- 14.5.3 No operation, checking, tuning or repair of any Car is permitted in the Parc Ferme unless authorised by the CTM, and then only as provided in these Rules or in the Supplementary or Further Supplementary Regulations or Bulletins.

D 14.6 Impounding

Any Car regardless of its place may be impounded pursuant to Rule B 4.5 in the Parc Ferme, or at any other location designated by an authorised official. In the case of any Car so impounded, the cost of examination (if any) and replacement of gaskets etcetera will be payable by the Competitor, save as provided in Rule B 4.5

D 15 PRIZES, TROPHIES AND POINTSCORES

D 15.1 Prize Money

15.1.1 Prize money and its distribution to competitors in any Meeting is the sole responsibility of V8 Supercars.

D 15.2 Series' Trophies

After the final Meeting of each Season, at a date and place to be advised to Competitors by the first day of November each Season:

15.2.1 V8 Supercars will present the VCS trophies; and

15.2.2 V8 Supercars and the DVS Series Sponsor will present the DVS trophies, at the Season End Award Night.

15.2.3 It is compulsory for all Competitors and Drivers entered in the VCS to attend the Season End Award Night. Drivers who have competed in the Endurance Events only are not required to comply with this Rule.

D 15.3 Series' Races to Count

15.3.1 All Races in each Round of the DVS will count in determining the final result of the DVS Series.

15.3.2 All Races in each Event of the VCS will count in determining the final result of the VCS Series.

15.3.3 Results from Meetings not forming a Round or Event of either the DVS or the VCS will have no bearing on the determination of either Series.

D 15.4 Determination of Driver's Series Points

15.4.1 Drivers will be awarded series points on the general classification in each Race in the VCS or each Round of the DVS, subject to any Penalties imposed.

15.4.2 For the DVS:

15.4.2.1 Series points will be awarded according to the tables contained in Schedule D 1;

15.4.2.2 The aggregate point score achieved by each Driver in a Round will become the DVS points for that Round.

15.4.2.3 Non-finishers in any one (1) Race will not be awarded DVS points for that race.

15.4.2.4 Ties for points position at a Round will be resolved by allocating Round finishing positions in the order of the results in the last race of the Round.

15.4.2.5 In the event of two (2) or more Drivers scoring equal points at the end of the series, the final series order will be determined by reference to each Driver's overall placing at each Round conducted. The Driver with the greater number of first places will assume the higher place in the final series order. If this fails to break the tie, then the Driver with the greater number of second places will assume the higher place in the series order and so on until the tie is broken.

15.4.3 For the VCS:

15.4.3.1 Series points will be awarded according to the tables contained in Schedule D 2;

15.4.3.2 The point score achieved by each driver in a Race will become the VCS points for that Race.

15.4.3.3 Non-finishers in any one (1) Race will not be awarded VCS points for that Race.

15.4.3.4 At Events 10 & 11, points awarded to each Driver will be the full points awarded to the Car. For the avoidance of doubt, this means, for example the winning Drivers at the Bathurst 1000 will each receive 300 points.

- 15.4.3.6 In the event of two (2) or more Drivers scoring equal points at the end of the series, the final series order will be determined by reference to each Driver's overall placing at each Race conducted. The Driver with the greater number of first places will assume the higher place in the final series order. If this fails to break the tie, then the Driver with the greater number of second places will assume the higher place in the series order and so on until the tie is broken.
- 15.4.4 If a Race is stopped after more than 50% of the scheduled race distance/duration has been completed by the leading Car and cannot be restarted, full race points will be awarded as per Schedules D1 and D2.
- 15.4.5 If a Race is stopped before 50% of the scheduled race distance/duration has been completed by the leading Car and cannot be restarted, no points will be awarded.

D 15.5 Determination of VCS Teams Championships

- 15.5.1 The two (2) Car Teams with the highest combined point score from both it's Cars at the end of the VCS series will be determined the VCS Champion Team.
- 15.5.1.1 Three (3) Car Teams must nominate which two (2) Cars will be counted towards the Team Championship prior to Race 1. The third Car will then be eligible for the VCS Single Car Teams Championship,
- 15.5.1.2 Four (4) Car Teams will be treated as two separate Teams for this Rule and must nominate which Cars will be paired together to be counted towards the Team Championship prior to Race 1.
- 15.5.2 The one (1) Car Team with the highest point score by Car at the end of the VCS series will be determined the VCS Single Car Champion Team.
- 15.5.3 In the event of two (2) or more Teams scoring equal points at the end of the Series, the final Series order will be determined by reference to each Team's overall placing at each Race conducted. The Team with the greater number of first (1st) places will assume the higher place in the final series order. If this fails to break the tie, then the Team with the greater number of second (2nd) places will assume the higher place in the series and so on until the tie is broken.

D 15.6 Determination of Fujitsu Privateers Cup

- 15.6.1 The highest placed Privateer Driver at the end of the DVS series will be determined the Privateers Cup Champion.
- 15.6.2 Only Drivers and Teams that fulfill the Privateer Driver criteria outlined in this Rule and that have registered their Privateer Driver status with V8 Supercars prior to their first Meeting are eligible for the Privateers Cup. To be eligible to register for the Privateers Cup, Drivers and/or Teams:
- 15.6.2.1 must not be Grouped in accordance with Schedule A5 with a VCS Team and/or
- 15.6.2.2 the Driver must not have finished in the top three (3) positions in the DVS in the preceding year and/or
- 15.6.2.3 must not be sponsored directly or indirectly by a Manufacturer and/or
- 15.6.2.4 the Driver must not have Competed in a VCS Sprint Event in the preceding year and/or
- 15.6.2.5 must not Compete with a Car that has competed in a VCS Meeting in the preceding year unless otherwise permitted by V8 Supercars.
- 15.6.3 Teams must nominate in writing to V8 Supercars if they wish their Drivers to be entered in the Privateers Cup prior to Round 1 of the DVS.
- 15.6.4 Acceptance of any Driver nominated for the Privateers Cup will be at the sole discretion of V8 Supercars.

D 16 PARITY

D 16.1

The V8 Supercar Board may undertake Parity reviews from time to time throughout a season. Should a perceived disparity arise that requires a review of the Parity between the various makes and models of Cars competing in the Championship, such matter will be referred by the V8 Supercar Board to the Technical Advisory Panel (TAP) for review and any subsequent recommendation.

D 17 WEIGHING OF CARS DURING OFFICIAL SESSIONS

- D 17.1 In order to check compliance with C4.1.3, Cars may be weighed in Pit Lane at anytime during, or at the conclusion of any Qualifying sessions as follows:
- 17.1.1 Cars will be selected to be weighed at random, and a Team will be informed that their Car has been selected to be weighed by the CTM over the RMC.
 - 17.1.2 Once a Car has been selected to be weighed, the Team must proceed directly to the weigh scales. The Team must then follow all directions of the Officials within the weighing area. If the Car misses the scales the Team may be instructed to push the Car back to the scaling area.
 - 17.1.3 Each Car selected will be weighed with the Driver onboard. If the Car is found not to comply with the Rules with the Driver onboard, it will be reweighed without the Driver.
 - 17.1.4 A Car or Driver may not leave the weighing area without the prior consent of the Officials.
 - 17.1.5 No one other than officials (and the Driver being weighed) may enter the weighing area. No intervention of any kind is allowed unless authorised by such Officials.
- D 17.2 No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on or removed from a Car after it has been selected for weighing, has finished the race or during the weighing procedure (except by an official acting in their official capacity.)
- D 17.3 Judges of Fact will be appointed for the operation and results of the weigh scales used in Pit Lane.
- D 17.4 Should damage occur to the weigh scales through the negligence of the Driver or the Competitor, sufficiently to render them unusable for the remainder of that qualifying session, then the qualifying times for that Car from that session will be deleted and the Competitor will be liable for the cost of any necessary repairs.
- D 17.5 Failure to comply with the directions of Officials to weigh a Car/Driver when instructed will be considered to be a breach of these Rules.

D 18 TYRES

D 18.1 General

- 18.1.1 Only the Tyre compound and construction nominated by V8 Supercars (the “Control Tyre”) can be used.
- 18.1.2 At all times the Control Tyres remain the property of V8 Supercars and title in the Control Tyres will not pass to any Team or other entity or person.
- 18.1.3 All Control Tyres must only be allocated to a Car, identified by its competition number, and no control Tyres may be transferred between Cars or Teams except as permitted under these Rules.
- 18.1.4 Teams are not permitted to wholly or partially cover or remove any official marking or label placed on the Control Tyres by V8 Supercars or Dunlop.
- 18.1.5 The only medium to be used to pressurise the Tyres fitted to a wheel is air or nitrogen.
- 18.1.6 Control Tyres are of four types:
 - 18.1.6.1 Hard compound
 - 18.1.6.2 Soft compound
 - 18.1.6.3 Wet weather compound
 - 18.1.6.4 Pre – Marked: Teams must ensure these Tyres are:
 - 18.1.6.4.1 previously allocated to the Car.
 - 18.1.6.4.2 nominated for use on a specific Car by the Team to the CTM
 - 18.1.6.4.3 marked for use on a specific Car at the Meeting by the CTM
- 18.1.7 Other than at a Meeting, the maximum number of Control Tyres that a Team may have in its possession at any time is a total of eighty (80) Hard or Soft Tyres and a total of twenty four (24) Wet Tyres per REC controlled by that Team. These maximum numbers include any travel Tyres.
- 18.1.8 Teams must not chemically treat or alter Control Tyres.
- 18.1.9 Removal of Build-Up
 - 18.1.9.1 A section of “build-up” measuring a maximum of 50mm x 50mm may be removed from each Tyre to allow the Tyre tread depth to be measured to a maximum of eight (8) locations on any one (1) Control Tyre.
 - 18.1.9.2 The removal of additional “build-up” to allow closer inspection of a Control Tyre must not be carried out without the prior express permission of the CTM
- 18.1.10 Teams must not use any form of automatic Tyre Pressure Control device.
- 18.1.11 No Team may seek or accept the direct supply of Control Tyres from Dunlop.
- 18.1.12 Teams must not use any device which artificially varies the temperature in Tyres, whether the Tyres are mounted on wheels or not, and regardless of whether the wheels are attached to a Car.

D 18.2 Selection

- 18.2.1 At each Round or Event of a series, Control Tyres will be randomly selected, numbers will be recorded and the Tyres allocated to Cars by the CTM, and this allocation process will be open to scrutiny by any Team.
- 18.2.2 A list of numbers of tyres allocated to Cars will be available from the CTM to Teams following the completion of the Tyre allocation process.
- 18.2.3 At each Meeting, Control Tyres will be marked/coded by the CTM to visually identify such Tyres as authorised for use at that Meeting.
- 18.2.4 After allocation, the Control Tyres must remain in full view at all times until the finish of the last race of the day or unless directed otherwise by the CTM.

D 18.3 Fitment

- 18.3.1 There will be a nominal charge for Teams who wish to “swap” Control Tyres from rim to rim and this will take place only after all Competitors have been issued their allocated Control Tyres.
- 18.3.2 Fitting of Control Tyres for a Meeting will commence at the time nominated in the Supplementary and/or Further Supplementary Regulations.

D 18.4 Replacement Tyres

- 18.4.1 There will be no new replacement Control Tyres.
- 18.4.2 Permission to use previously marked used Control Tyres will be at the CTM's discretion and they must be marked for use at the relevant Meeting; and compelling reasons/explanations will need to be put forward before permission is given by the CTM to replace the Control Tyres.
- 18.4.3 If any replacement Control Tyres are fitted, the Car to which such Tyres are fitted may be required to start from the rear of the grid in the subsequent race.

D 18.5 Wet Weather Tyres

- 18.5.1 A maximum number of wet weather Control Tyres will be allocated for use from qualifying onwards, other than Endurance Events at which there is no restriction on wet weather Control Tyre quantities.
- 18.5.2 Wet weather Control Tyres will be of moulded construction. Further cutting or modifications at anytime are prohibited.
- 18.5.3 Wet weather Control Tyres may be ordered through V8 Supercars by any Team at any time up to and including the days of a Meeting.
- 18.5.4 Wet weather Control Tyres ordered at any time pursuant to Rule D 18.5.3 must be paid for by the Team no later than the time at which the Team takes delivery of the tyres.
- 18.5.5 A Wet Weather Tyre once fitted to a Car, identified by its Competition Number, is only permitted to be used on that Car for the duration of that Meeting.

D 18.6 Tyre Allocation and Usage

Unless otherwise provided in Supplementary/Further Supplementary Regulations, the Tables in this Rule set out the maximum number of Control Tyres for the meeting:

18.6.1 TABLE 1 – VCS Tyres:

	Pre-Marked	Hard	Soft	Wet
Meeting				
Abu Dhabi	0	<u>0</u>	32	12
Adelaide	0	24	<u>0</u>	<u>No Maximum</u>
Australian Grand Prix	4	8	12	8
Hamilton	0	<u>0</u>	32	12
Winton	4	0	28	12
Barbagallo	4	12	24	12
Hidden Valley	4	20	4	12
Townsville	4	24	8	12
Ipswich	4	<u>0</u>	28	12
Phillip Island	8	28	<u>0</u>	<u>No Maximum</u>
Bathurst	8	28	<u>0</u>	<u>No Maximum</u>
Surfers Paradise	8	<u>0</u>	40	<u>No Maximum</u>
Symmons Plains	4	<u>0</u>	28	12
Sandown	4	<u>0</u>	28	12
Sydney	4	24	<u>0</u>	12

18.6.1.1 Teams are not permitted to use Pre-marked Practice Tyres from their tyre bank at the Hamilton, Adelaide or Abu Dhabi Meetings.

18.6.1.2 Cars will be required to be transported to the Abu Dhabi and Hamilton Meetings on wheels fitted with four (4) travel Tyres which must be either usable Wet Weather Control Tyres or the four (4) Pre-marked Hard Tyres for use in Practice 1 and 2.

18.6.1.3 All Tyres other than travel Tyres used at the Hamilton Meeting will be stripped by Dunlop and returned to Australia by sea freight for inclusion in Teams' tyre banks.

18.6.1.4 All Tyres other than travel Tyres used at the Abu Dhabi Meeting will not be returned to Teams after the event.

18.6.1.5 Any Driver that participates in Part 1 and 2 of Practice will be permitted to use four (4) Pre-marked Practice Tyres in addition to those detailed in D18.6.1 Table 1 above in Practice Part 1 and 2 and Meeting Rides only. In addition to the 4 Pre-Marked Tyres detailed in Table 1 - 18.6.1 Teams are permitted to use an additional 4 Pre-Marked Tyres if a Driver participates in Part 1 and/or 2 of Practice and/or the Meeting Rides. The additional set of Pre-Marked Tyres may be used by the Driver in Part 1 and/or Part 2 of Practice and/or the Meeting Rides.

18.6.1.6 Prior to the commencement of Qualifying at Meetings where only the Soft Tyre is allocated all VCS Teams will be required to return a minimum of four (4) Tyres per car to the CTM from the Tyres allocated for that Meeting.

18.6.1.7 From the commencement of qualifying only Tyres allocated for the Meeting are permitted to be used, unless otherwise specified in the Supplementary Regulations.

18.6.1.7.1 Further to rule 18.6.1.7 Teams will be permitted to use nominated Pre-Marked Tyres during any Warm up or Meeting Rides.

18.6.2 TABLE 2 – DVS Tyres:

Meeting	Pre-Marked Practice	New Hard	Wet
Adelaide	8	8	8
Perth	8	8	8
Townsville	8	8	8
Sandown	8	8	8
Queensland Raceway	8	8	8
Bathurst	8	8	8
Sydney	8	8	8

18.6.2.1 From the commencement of qualifying only Tyres allocated for the Meeting are permitted to be used, unless otherwise specified in the Supplementary Regulations.

D 18.7 Transfer and Disposal of Tyres

- 18.7.1 Teams must return all Control Tyres to Dunlop at a Meeting, except where approved by the CTM.
- 18.7.2 If a Transferor, at the time of Transferring a Car, has any Control Tyres which have been allocated to that Car, the Transferor may, where the Transferee is a party to a current REC, Transfer to the Transferee such Control Tyres allocated to the Car as detailed in item 5 of the Transfer Form (Rule E 4.2.1);
- 18.7.3 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.
- 18.7.4 Teams that sell their REC or who undergo a change of Control in their REC to another Team but who do not sell their Car/s will be entitled to retain a maximum of four (4) Control Tyres allocated to that Team for such period as they maintain Control over the car/s provided that within a period of 3 months from the date of sale or change of Control in the REC, if they have not executed a new REC or become a party to a REC, then the Transferor will return all Control Tyres to Dunlop.

D 18.8 Test Tyres

- 18.8.1 Teams and Groups must exclusively use the Dunlop Control Tyres allocated to the Team for use on the Car or Cars, identified by the Car's CAMS Log Book number/s that are being Tested. Only Cars for which the CAMS Log Book number has been advised to V8 Supercars will be permitted to be Tested.
- 18.8.2 Tyres may be transferred between Cars in the same Team for the purpose of Testing and any of the activities detailed in Rule D1.13.
- 18.8.3 For the purpose of Rule D 18.8.2, Teams will be recognised as those nominated for the Teams Championship in Rule D15.5

D 18.9 Order & Payment for Supply

18.9.1 VCS Teams

For all Teams Competing in the VCS:

- 18.9.1.1 Payment for the supply of dry Control Tyres will be deducted from Teams appearance money by the V8 Supercars CFO at the end of each month. This deduction will be made for all tyres that have been allocated at Meetings that occurred during the preceding month.
- 18.9.1.2 Each VCS Team will be permitted to purchase a maximum of Twenty (20) new hard Tyres, per Car, through V8 Supercars only for the purpose of Testing at a Test day or Practice at a Meeting where specifically permitted in Supplementary Regulations.
- 18.9.1.3 Upon entering into a new REC or having purchased a REC without purchasing a Car belonging to the Transferor, each Team will be permitted to purchase a maximum of four (4) new Hard Tyres through V8

Supercars only for the purpose of Testing at a Test day or Practice at a Meeting where specifically permitted in Supplementary/Further Supplementary Regulations.

18.9.2 DVS Teams

For all Teams Competing in the DVS:

- 18.9.2.1 Submission of the Entry Forms by Teams to V8 Supercars will be deemed to be a firm commitment by that Team for its Tyre requirements for the Meeting to which the Entry Form relates.
- 18.9.2.2 Payment for the supply of dry Control Tyres must be received by the V8 Supercars CFO no later than 7 days prior to the commencement of the Teams first Meeting to which the Entry Form relates.
- 18.9.2.3 Any Team failing to meet the deadline contained in Rule D 18.9.2.3 will not be supplied with any new Control Tyres for the relevant Meeting.
- 18.9.2.4 For any consecutive Meeting that a Team Entry competes after that in 18.9.2.3 the Tyres allocated for the Meeting will be free of charge.
- 18.9.2.5 Where a Team Entry does not compete in consecutive Meetings after that in 18.9.2.3 they will be required to comply with the payment terms of 18.9.2.3 at their next Meeting.
- 18.9.2.6 Any consecutive Meeting that a Team Entry competes after that in 18.9.2.6 the Tyres allocated for the Meeting will be free of charge.
- 18.9.2.7 Each DVS Team will be permitted to purchase a maximum of twenty (20) new control Tyres, per Car, through V8 Supercars only for the purpose of Testing at a Test day or practice at a Meeting.
- 18.9.2.8 Upon entering into a new REC or having purchased a REC without purchasing a Car belonging to the Transferor, each Team will be permitted to purchase a maximum of four (4) new Standard Control Tyres through V8 Supercars only for the purpose of Testing at a Test day or practice at a Meeting.

D 19 Engine Change

D 19.1 Engine Change - General

- 19.1.1 The engine fitted to a Car when it is presented for scrutineering at a Meeting will be marked and recorded by the CTM. It is the responsibility of each Competitor to

- ensure that this marking remains intact and legible at all times.
- 19.1.2 The engine fitted to a Car must not be changed without the prior express approval of the CTM. The approval to change an engine will only be given if the reason for the change can be verified.
- 19.1.3 For the avoidance of doubt, an engine change is defined as:
- the removal and replacement of an engine; or
 - the breaking of any seals attached to the engine so as to allow the removal of either the cylinder head/s or the sump.
- 19.1.4 If an engine change is approved by the CTM, the replacement engine must be marked and recorded by the CTM prior to its use. It is the responsibility of each Competitor to ensure that this marking remains intact and legible at all times.

D 20 IN CAR ITEMS

D 20.1 Radios

20.1.1 Frequencies

- 20.1.1.1 At the time of completing the Series Registration Form, Competitors must provide details of all the radio frequencies to be used by their Team in order that these can be checked against the frequencies used by the organisers' emergency services and the licensing authority.
- 20.1.1.2 In the case of conflicting frequencies, a Competitor may be required to make adjustments prior to being given approval to use radio equipment.
- 20.1.1.3 It is the responsibility of all Competitors to conform to Government legislation which requires that all two-way radios must be operated on frequencies that are registered with the Australian Communications Authority.
- 20.1.1.4 As part of compliance with Rule E 2.4, each Team transmitting/receiving on their permitted radio frequency must only do so in a clear and unobstructed manner to enable listening access only to their transmissions.
- 20.1.1.5 Any method, device, radio transceiver, repeater system or encryption process which modifies a transmission which prevents listening access to Teams' radio transmissions is forbidden. Listening access to all team's transmissions, must be obtainable when using standard analogue radio receivers.
- 20.1.1.6 Any Competitor that has changed its radio frequencies from those nominated on its yearly Series Registration Form, must notify V8 Supercars on or before the Monday preceding the meeting at which the change applies. ~~before the time indicated in the Supplementary and/or Further Supplementary Regulations for the Meeting.~~
- 20.1.1.7 V8 Supercars will publish a list of all Team frequencies prior to each Meeting that may be monitored as required. Any changes to this list must be notified to V8 Supercars immediately.
- 20.1.1.8 Teams are not permitted to communicate with a Driver using any other frequencies other than the published frequencies detailed in D20.1.1.7.
- 20.1.1.9 Teams must not deviate from the Car telemetry frequencies allocated by Race Comms without prior permission.

D 20.2 Cameras

No in-Car cameras other than those fitted by personnel authorised by the Broadcaster or those required by V8 Supercars, and fitted in accordance with Rule B 3.2 are permitted without prior written approval of the CTM.

D 20.3 Tools

Teams must ensure that the necessary tools for the removal of the front bumper and rear bumper panel are securely fastened to the passenger's side anti-intrusion bar of each of their Cars.

D 20.4 Automatic Timing – Data 1 Transmitter

- 20.4.1 Meeting organisers utilise an automatic timing system which requires all Cars to be fitted with a Data 1 transmitter which is the responsibility of each Competitor to obtain and maintain in working order.
- 20.4.2 Data 1 transmitters are available from:
 - Dorian Industries Pty Ltd
 - Factory 1
 - 29 Graham Court
 - Hoppers Crossing Victoria 3029
 - Tel: 03 9931 1371
 - Fax: 03 9931 0574
 - Email: i_robson@dorian.com.au

~~20.4.3 At all times when a Car is on the Circuit at a Meeting, it must have the correct fully charged timing transmitter operating, and fitted in a position located at X+1030mm (plus/minus 5mm) to the centre of the transmitter and on the underside of the left hand floor.~~

20.4.3 At all times when a Car is on the Circuit at a Meeting, it must have the correct fully charged timing transmitter operating, and fitted in the following position

X +1030 mm (+/- 5mm)

Y – 570 mm (+/- 5mm)

20.4.3.1 to the centre of the transmitter and on the underside floor.

20.4.3.2 In the orientation as stipulated by the CTM

20.4.4 Teams may be advised to have an operating Dorian timing transmitter fitted to their Car at a Test Day.

20.4.4.1 On any Test Day where this is required, the Dorian Timing Transmitter must be operating for the entire day.

D 21 Communication to Teams

21.1 In addition to any of the signals indicated in Schedule D3, the Race Director may use any of the following communication mediums to advise Competitors of any matters he deems relevant

21.1.1 Race Management Channel; and/or

21.1.2 the LAN (VCS only); and/or

21.1.3 indirect communication through any of the V8 Supercars officials or any other official appointed to the Meeting.

21.2 All Competitors must monitor, on a strictly listening basis only, the RMC on their radios and VCS Teams must be logged onto the LAN at all Meetings.

21.3 The RMC frequency will be advised in a Bulletin.

D 22 Fuel & Refuelling

Moved to Rule D 30

D 23 APPAREL REQUIREMENTS

D 23.1 Helmets and HANS® device

- 23.1.1 It is compulsory that at all times a Car is on the Circuit during Competition, all Drivers must wear a helmet as Listed in FIA Technical List 41 and a correctly attached HANS® device as listed in FIA Technical List No. 29.
- 23.1.2 No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA listed standards organisations, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of this regulation.
- 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.

D 23.2 Apparel – General Requirements For Drivers

- 23.2.1 At all Meetings while their Cars are on the Circuit during Competition, all Drivers must wear overalls as well as long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 Standard and, gloves homologated to the FIA 8856-2000.
- 23.2.2 Drivers must ensure that garments are not too tight, as this reduces the level of protection. Embroidery sewn directly onto the overall shall be stitched onto the outermost layer only, for better heat insulation and compliance with the FIA standard.
- 23.2.3 It is permitted to use a Driver cooling system with underwear designed for that purpose and homologated to the FIA 8856-2000 Standard.
- 23.2.4 Substances which may circulate in any cooling system worn by a Driver are restricted to water, or air at atmospheric pressure. Water systems must not require the saturation of a garment in order to function.

D 23.3 Apparel – General Requirements for Pit Crew

- 23.3.1 All people working on Cars must wear a minimum of shoes and socks, neck to ankle covering, and at least a short sleeved shirt during any Race where Rule D23.3.5 does not apply.
- 23.3.2 During any other Practice, Qualifying, Warm-up or Meeting Rides session where Rule D23.3.5 does not apply, Team members may wear shorts in Pit Lane.
- 23.3.3 Apparel made from synthetic materials (except nomex or similar flame retardant materials) should not be worn by people working on Cars.
- 23.3.4 In addition to complying with Rule D 23.3.1, on race days all pit crew must be neatly attired; promoters are authorised to refuse entry to the pit area of people unsuitably dressed.
- 23.3.5 Apparel while Refuelling
For the duration of all sessions and Races when the use of refuelling towers is permitted, all Team members at all times while across the prescribed line, plus the deadman's handle attendant for the duration of any refuelling pit stop, must be attired as per the requirements of Rule D 23.3.6.
- 23.3.6 Specified Apparel
 - 23.3.6.1 Overalls, balaclava, socks and gloves which comply with the requirements of the FIA 1986 or FIA 8856-2000 Standard except, all personnel involved in a brake pad change at any pit stop must wear fire resistant gloves, which need not comply with the requirements of the FIA 1986 or FIA 8856 - 2000 Standard.

23.3.6.2 Goggles which cover all exposed areas of skin not covered by the balaclava, or a full face helmet and visor.

- 23.3.6.3 Shoes of leather or other flame-resistant materials which completely cover the feet and which fit closely around the ankle to minimise the ingress of spilt fuel; and the soles of which must be resistant to fuel.

D 23.4 Apparel – General Requirements for Passengers during Rides

23.4.1 At all times while a Car is participating in a Ride, the passenger must wear apparel conforming to the following requirements:

- Safety Helmet which meets the requirements of one of the following standards:
 - 1) Snell Foundation SA 2000
 - 2) SFI Foundation Inc, SFI Spec 31.1A or 31.2A
 - 3) British Standard - BS 6658-85 Type A/FR
- Overalls homologated to the FIA 1986 or FIA 8856-2000 Standard.
- Gloves conforming to the FIA 1986 or FIA 8856-2000 standard.
- Closed non synthetic shoes.

D 23.5 Apparel – Enforcement

Where apparel, not complying with the requirements of this Rule D 23, is submitted for scrutineering or where a scrutineer has reason to believe that the use of such non-compliant apparel or equipment is intended, the CTM may impound any such apparel or equipment for the duration of the Meeting and may also mark on such apparel or equipment any words, signs or symbols considered necessary to indicate non-compliance with these Rules.

D 24 MARKINGS ON CARS

Subject to this Rule, all Car markings must comply with the provisions of Schedule D6.

D 24.1 Windscreen Numbers

- 24.1.1 On the front windscreen of all Cars must be displayed their competition number which must be positioned on the upper area of the passenger's side of the windscreen. This number must not be covered by any type of film that reduces its visibility.
- 24.1.2 On the rear windscreen of all Cars must be displayed their competition number which must be positioned on the upper area of the Driver's side of the windscreen.
- 24.1.3 The numerals must be:
 - 24.1.3.1 150mm in height, and
 - 24.1.3.2 printed in Helvetica Bold Condensed; and
 - 24.1.3.3 'Day-Glo yellow' in colour; and
 - 24.1.3.4 placed 50 mm from the lower edge of the upper windscreen band and 50 mm from the side edge of the windscreen.

D 24.2 VCS and DVS Series Identification

- 24.2.1 Unless otherwise specified in Supplementary/Further Supplementary Regulations, all Cars competing at any Meeting must carry the series' identification decals mounted as indicated in Schedule D6.
- 24.2.2 A space 500mm wide and 120mm high located immediately below the front door window on each side of the Car is required for the event sponsor.
- 24.2.3 A space 200mm wide and 200mm high positioned behind the front wheel on the door or front guard on each side of the Car is required for the series sponsor.

D 24.3 Series' Identification Decals

- 24.3.1 The AOM will supply Competitors with the relevant series' decals.
- 24.3.2 Prior to 1st February 2011, all Teams must submit for approval to V8 Supercars a complete Car colour graphic illustration or photograph representing the proposed decal positioning and colour scheme that the Team intend to use in 2011.
- 24.3.3 V8 Supercars will reply in writing to each Team within 7 days of receiving the proposed colour scheme either granting approval or suggesting modifications to meet the minimum requirements under these Rules.

D 24.4 Competition Numbers

- 24.4.1 At all times while participating in any V8 Supercars approved activity:
 - 24.4.1.1 Cars must have competition numbers affixed; and
 - 24.4.1.2 no two (2) or more Cars may have the same competition number displayed.
- 24.4.2 All competition numbers must be displayed on the upper front edge of each rear door window. They must conform to the minimum requirements set out below and in Schedule D6 of these Rules.
- 24.4.3 The numerals must be:
 - 24.4.3.1 210mm in height, and
 - 24.4.3.2 printed in Helvetica Bold Condensed; and
 - 24.4.3.3 'Day-Glo yellow' in colour; and
 - 24.4.3.4 placed 50 mm from the upper edge of the rear door window and a minimum of 50 mm from the side edge of the window; and
 - 24.4.3.5 Centrally located within the "indicative box" displayed in Schedule D6

D 24.5 Other signage

- 24.5.1 Signage on windows must conform to the requirements set out in Schedule D6 of these Rules.
- 24.5.2 Signage on the remaining parts of the bodywork is free save that written permission must be obtained from V8 Supercars prior to the use of any numerals.
- 24.5.3 At all Sprint Events the surname of each Driver must be displayed on the lower edge of each rear door window printed in white, 100mm high, Helvetica Bold Condensed text as set out in Schedule D6.
- 25.5.4 For VCS Endurance Events the surname of each Driver and co-Driver must be displayed on the lower edge of each rear door window printed in white 50mm high Helvetica Bold Condensed text as set out in Schedule D6.

D 24.6 Variation

Notwithstanding the requirements of this Division, V8 Supercars has discretion to approve any sign not in conformity with these Rules, provided that there are compelling commercial considerations and that the written request and artwork are submitted to V8 Supercars and after such approval, any variations must be noted in the Car's CAMS Log Book.

D 24.7 V8 Supercar Transporter Identification

At all times Team race transporters must carry the V8 Supercar identification decals, as supplied by the AOM, on both sides and the rear of the trailer combination.

D 25 PERSONNEL LIMITS

Teams entered in the 2011 VCS are permitted to have a maximum 7 performance related personnel per Car attend each Sprint Event.

- 25.1 Teams are permitted to share personnel within their Team or with other VCS Teams.
- 25.2 Contractors and 3rd party suppliers will be required to be listed in the 7 only if they contribute to the performance of the Car.
- 25.2.1 A 3rd party contractor may be excluded from the list if they supply services to the entire VCS field.
- 25.3 A person will be deemed to have contributed to the performance of a Car if they work on the Car or they in any way review or interpret the data derived from the Car.
- 25.3.1 V8 Supercars at its sole discretion reserves the right to examine any Team personnel as being performance related for any of the purposes in Rule D25.
- 25.4 The table below outlines some of the personnel who will be counted in the 7. V8 Supercars may add more personnel to either side of the list by way of clarification.
- 25.5 Teams must nominate one Team Principal per REC. Where a Team Owner is deemed by V8 Supercars to contribute to the performance of a Car that Team Owner must be nominated as a Team Principal in accordance with this Rule.
- 25.6 A single car Team will be permitted one (1) additional performance related person to attend each Sprint Event.

Must be included in the 7	Not included in the 7
Team Manager	Team Principal/Owners
Mechanic	Drivers
Engineer	PR, Marketing and promotional personnel
Wheel man	Catering Staff
Data Analyst	Merchandising staff
Engine Builder	Windscreen repairman
	Sticker applicator
	Dunlop Tyres Fitters
	Control Part Service Providers
	Communal Service Providers*
	General set-up and cleaning staff

- 25.5 A list of the performance personnel including the Team Principal for each car must be provided to V8 Supercars prior to each Event. This list must also be displayed at the rear of the Teams garage where it can be clearly seen from behind the garage.

D 26 TEAM ORDERS

Means an instruction to a Driver or Team member, either verbal or otherwise the effect of which may interfere with a Race Result

- 26.1 Should any Team, Sponsor, Entity or Related Entity impose or seek to impose Team Orders, the Team or Teams involved will be immediately referred to the IPO.

D27 ITEMS NOT PERMITTED AT A MEETING

- 27.1 The use of a chassis dynamometer by a Competitor or on a Competitor's Car at a Meeting or during a Meeting is prohibited. In addition, no Competitor is permitted to have a chassis dynamometer in their possession anywhere within the venue at any Meeting.

D28 EVENT LOGISTICS

D 28.1 Equipment Limit

- 28.1.1 Unless otherwise advised in Supplementary/ Further Supplementary Regulations, those events for which the freighting of Cars is by means of Air freight (“Fly Away Events”) Teams will be limited in the quantity of freight that they may be permitted to take.
- 28.1.2 Freight in excess of that permitted is strictly prohibited.
- 28.1.3 All Teams are permitted to take the following items per Car:
 - 28.1.3.1 1 x Complete V8 Supercar including 4 wheels and 4 usable wet Tyres
 - 28.1.3.2 1 x V8 Supercar Engine (in addition to the 1 mounted in the Car)
 - 28.1.3.3 1 x Gearboxes (in addition to the 1 mounted in the Car)
 - 28.1.3.4 24 x Wheels (in addition to the 4 mounted on the Car)
 - 28.1.3.5 1 x Pit Boom
 - 28.1.3.6 2 x Front Bumper Bars (in addition to the Car mounted Bumper Bar)
 - 28.1.3.7 1 x Rear Bumper Bar (in addition to the Car mounted Bumper Bar)
 - 28.1.3.8 Any other equipment that can be contained in 1 x Air Freight Container as supplied by V8 Supercars unless prior written permission has been granted by the OM which will only be granted in exceptional circumstances.
 - 28.1.3.9 The items listed in D28.1.3.1 – D28.1.3.7 above, do not have to be transported inside each Teams Air Freight container as described in D28.1.3.8.
 - 28.1.3.10 Each Team is only permitted to transport the four (4) usable wet Tyres as described in D28.1.3.1 above.
- 28.1.4 The following weight limits will apply to the Air Freight Container as described in D28.1.3.8 above:
 - 28.1.4.1 Full Height Air Freight Containers: 3500kg
 - 28.1.4.2 Half Height Air Freight Containers: 1750kg
 - 28.1.4.3 Flat Pallet Air Freight Containers: 1750kg
- 28.1.5 In addition to the freight limits detailed above, Teams may be allocated space in communal Sea Freight containers sent by V8 Supercars.

D29 GARAGES TO BE OPEN AND CARS NOT TO BE COVERED

- 29.1 Unless with the express approval of the OM and then on the grounds of extremes of weather conditions only, at all times during Event Hours when crews are in attendance at a Meeting, Teams must keep:
 - 29.1.1 All Pit Lane garage doors fully open to allow a constant, unimpeded line of sight through the Pit Garage. Screens or partitions that impede the line of sight from Pit Lane to the Car through to the rear of the garage are strictly prohibited;
 - 29.1.2 All Paddock garage doors fully open. Screens or partitions that impede the line of sight from the rear of the garage through to Pit Lane by more than 25% of the available garage width and to a height of greater than 1.5 metres are strictly prohibited.
- 29.2 Unless otherwise advised in Supplementary and Further Supplementary Regulations, shade structures of any sort will not be permitted to be situated at the rear of the garage and cannot be located any closer to the rear of the Garage than the rear edge of the Team's transporter.
- 29.3 During all Event Hours, no screen, curtain, drape, cover or other obstruction which in any way obscures any part of a Car will be allowed at any time in the Pit Garages, Pit Lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.
 - 29.3.1 In addition to the above, the following are specifically not permitted:
 - 29.3.1.1 engine, gearbox or radiator covers whilst engines are being changed or moved around the garage;
 - 29.3.1.2 personnel and parts such as (but not limited to) wall panels, tyre racks, wheels, Tyres, fuel rigs or tool trolleys may not be used as an obstruction.
 - 29.3.2 It will be permitted to place covers over damaged cars which have been withdrawn from the Meeting.
 - 29.3.3 It will be permitted to fit and remove windscreen shades from Cars when the Cars are in Pit Lane or on the Grid.
- 29.4 Event Hours will be advised in Supplementary/Further Supplementary Regulations for each Meeting.

D30 FUEL AND REFUELLING

D30.1 GENERAL

30.1.1 Health Warning

- 30.1.1.1 Participants are reminded that fuels, oils, lubricants and coolants are highly specialised substances.
- 30.1.1.2 Participants must be aware that these agents may contain substances that are extremely dangerous to health if misused, inhaled or allowed to contact human skin.
- 30.1.1.3 Some of the contents of these fuels, oils and lubricants are suspected of having the potential to cause cancer in some instances.
- 30.1.1.4 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

D30.1.2 Specified Fuel

For the duration of a Meeting:

- 30.1.2.1 Cars must use only the specified (but unbranded) control fuel approved by V8 Supercars;
- 30.1.2.2 no other substance of any type may be added to the specified fuel, and
- 30.1.2.3 the specified fuel will be available for purchase at all Meetings.

D30.1.3 Sampling

- 30.1.3.1 At any time during any Meeting, officials may take fuel samples from Cars and/or containers that may be compared with a control sample lodged with a petroleum testing laboratory approved by V8 Supercars.
- 30.1.3.2 Any discrepancy between the samples taken and the control sample will result in the matter being referred to the Stewards.
- 30.1.3.3 Series fuel, a specification analysis, and details of distribution, will be available on request from the CTM.

D30.1.4 Fuel System Capacity – Checking Procedure

- 30.1.4.1 The CTM may require that the fuel system capacity of a Car be checked for compliance with the Rules.
- 30.1.4.2 The procedures for the checking of the fuel system capacity as contained in The Fuel System Capacity Checking Procedure document must be complied with on all occasions that the fuel system capacity is scrutinised by officials or verified by Team personnel.

D30.1.5 Refuelling

- 30.1.5.1 Where permitted, refuelling must be carried out in accordance with all applicable rules.
- 30.1.5.2 Of the numbers of people referred to in Rule D 12.2, the Fire Attendant, whose sole task is to operate the fire extinguisher, must not undertake any other task for the duration of any pit stop where refuelling takes place.
- 30.1.5.3 Where a refuelling tower is used, there must always be present a person to operate the “deadman’s handle”; such person will not be counted as one of the people referred to in Rule D 12.2, but must not undertake any work on a Car at any Pit Stop.
- 30.1.5.4 For the entire period of any refuelling Pit Stop, the Fire Attendant must always be positioned at the rear of the Car, on the Pit Garage side, equipped with the fire extinguisher with the safety pin removed.

- 30.1.5.5 Competitors must supply and maintain at least two (2) effective dry chemical fire extinguishers functioning correctly each with a minimum capacity of 9 kilograms in each Pit Bay under the Team's control.
- 30.1.5.6. Where refuelling is permitted during a Race or session, the Car must have all four (4) wheels raised off the ground on jacks while the refuelling is taking place. If a Car is lowered to the ground before the refuelling is completed it must be raised back up immediately.

D30.2 SAFETY

30.2.1 Storage and Handling of Fuel in a Partially Enclosed Environment.

30.2.1.1 Teams must comply at all times with the requirements of the Storage and handling of fuel in a partially closed environment auditing/checksheet. (Division F)

30.2.2 Provision of Extinguishers

30.2.2.1 From the 1/1/2010 each Competitor must provide at least 2 x 9kg dry chemical fire extinguishers, in working order, for each competing Car.

30.2.3 Fuel Storage - Areas

All areas in which fuel is being stored must be:

- 30.2.3.1 adequately ventilated and have unimpeded access; and
- 30.2.3.2 be clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc.

30.2.4 Fuel Storage - Quantities

The maximum quantity of fuel that can be stored in any location at any time is 250 litres, except that a maximum of 450 litres of fuel may be stored in any location only for a period of less than 12 hours.

30.2.5 Attendants

30.2.5.1 Refuelling Towers:

A minimum number of three (3) Attendants must be present, and their tasks must be:

- Fire Attendant – whose sole task is to operate fire extinguisher; and
- Refueller/Vent Attendant – whose sole task is to operate the refuelling/vent hose.; and
- Deadman's Handle Attendant – whose sole task is to operate the fuel cut-off valve on the refuelling tower.

30.2.5.2 All Attendants must be attired as specified in Rule D 23.3.5.

30.2.5.3 For the duration of any pit stop in which refuelling is undertaken, the Fire Attendant must be ready to attend to any fire which may occur and must stand near the Car and the refuelling tower, poised with the extinguisher ready to operate.

30.2.6 Operation – Refuelling Towers

30.2.6.1 The location of refuelling towers for each Meeting will be provided to the Teams by the AOM at the Team Managers Briefing.

30.2.6.2 The Fire Attendant must be "ready for action" during any refilling operations.

30.2.6.3 The fuel delivery hose may only be moved into Pit Lane from the Pit Garage a maximum of three (3) minutes prior to any pit stop.

30.2.6.4 While in Pit Lane, the fuel delivery hose must at all times be held by the relevant Attendant.

30.2.6.5 Apparel requirements in D 23.3.5 must be complied with when refilling the refuelling tower.

30.2.6.6 Refuelling Tower must be constructed and assembled in such a way that it can and must be securely fixed to the Pit Garage structure at all times and must not be moved once filled..

30.2.7 Approval of Installations and Equipment

All installations and equipment must be specifically approved by the CTM prior to any Meeting during which refuelling is permitted in Pit Lane.

30.2.8 Earthing

30.2.8.1 Each Pit Garage area is equipped with two grounding connections.

30.2.8.2 During any Meeting in which refuelling is permitted, the refuelling system (including the refuelling tower, tank, hoses, valves and dry break fittings) must all be electrically connected to one of the grounding connections for the duration of the on-track activities.

30.2.8.3 The Car must also be connected, at least momentarily, to one of these grounding connections before refuelling can commence.

30.2.8.4 It is strongly recommended that the Car should also be electrically connected to earth via one of the grounding connections during a Pit Stop in which refuelling takes place.

30.2.9 Vehicle Stationary

The Car must be stationary at all times during refuelling.

30.2.10 Dry Break Fittings

30.2.10.1 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.

30.2.10.2 General Design of Dry Break Fittings refer to Schedule D6

30.2.10.3 Maintenance

It is extremely important to maintain all refuelling equipment in good working order:

30.2.10.3.1 O-rings must be regularly inspected and replaced if there are any signs of expansion or damage; and

30.2.10.3.2 Springs and tracks must also be regularly inspected and kept lubricated during those times the refuelling valves are not in operation.

30.3 REFUELLING TOWER

All towers must conform to the following:

30.3.1 The only Refuelling tower permitted is the Control Refuelling Tower supplied by V8 Supercars Australia and must be used in its entirety and unmodified.

30.3.2 The maximum height Top Surface of the tower is two metres above the Pit Lane; only non-fuel holding connections and vents are permitted above this height.

30.3.3 All towers must be fitted with a ball cock or similar fast action cut-off valve, which must work on the “deadman handle” principle. 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.

30.3.4 The emergency cut-off valve Attendant (“deadman’s handle Attendant”) must only hold the valve open for the duration of a refuelling operation.

30.3.5 Towers must only incorporate a “siamese” filler/vent configuration 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.

30.3.6 A single fuel delivery hose, which must be of a flexible rubber or a fuel resistant reinforced plastic material, must be connected to the emergency cut-

- off valve. The flexible part of the hose must be at least 3.5m in length and of an ID no greater than 50mm (2 inch).
- 30.3.7 The maximum inside diameter of the vent hose is 50mm (2 inch).
- 30.3.8 The vent hose used to direct the expelled fumes from the Car to the refuelling tower must remain open at all times. No device may restrict the flow of these fumes for the duration of the refuelling operation.
- 30.3.9 The reservoir must be vented via an explosion safe shielded vent. This vent must be open at all times and only atmospheric pressure may be exerted on the fuel in the main reservoir. No artificial pressurisation of the reservoir is permitted.
- 30.3.10 A filling orifice (maximum inside diameter of 50mm) may be fitted to the main reservoir.
- 30.3.11 The refilling of a refuelling tower is not permitted
- 30.3.11.1 While a Car is being refuelled from that refuelling tower.
- 30.3.11.2 During any race defined as Sprint race except where the specified single race/leg distance is greater than 230km or where permitted by Supplementary Regulation or Bulletin.
- 30.3.12 Any refilling operations to the main reservoir must be carried out bearing in mind State or Territory Occupational Health and Safety regulations.
- 30.3.13 Any device or substance, which changes the temperature of the fuel from the ambient air temperature, is prohibited.
- 30.3.14 ~~All refueling towers must include 10% ullage (air space) at all times within the reservoir~~
- 30.3.14 The refuelling tower must not be filled above the 500mm line as marked by V8 Supercars.

D30.4 FUEL FLOW RESTRICTOR

- 30.4.1 At all times while refuelling using a refuelling tower, a fuel flow restrictor, as approved by V8 Supercars, must be fitted inside the fuel delivery hose.
- 30.4.2 The fuel flow restrictor must:
- only be obtained from V8 Supercars, and must
 - always remain unmodified, and must
 - be securely fixed within the fuel delivery hose so all fuel entering a Car during refuelling must pass through the restrictor, and must
 - be positioned within 150mm of the dry break end of the fuel delivery hose, and (Schedule D5)
 - No device of any kind, other than the V8 Supercars approved fuel flow restrictor, may be present within the refuelling hose at any time.

D30.5 USE OF REFUELLING TOWERS

- 30.5.1 Teams are only permitted to use the V8 Supercar Control Refuelling Tower and restrictor as supplied by V8 Supercars for any refuelling in Pit Lane.
- 30.5.2 The use of refuelling towers is only permitted after the Car is in Pit Lane immediately prior to the start of and during Race
- 30.5.3 Teams are permitted to use a refuelling tower, solely for the purpose of checking compliance of a Car fuel system. The Car, the refuelling tower and the V8 Supercar fuel tank capacity checking vessel must be located within the Team's Pit Garage for the duration of this checking procedure.
- 30.5.4 Teams are permitted to use a refuelling tower for checking flow rate provided that the following are complied with for the duration of this checking procedure:
- a) the refuelling tower and Car are located within the Team's Pit Garage;
 - b) a Fire Attendant is present and;

- c) the Car and all vessels where fuel is being transferred must be earthed to a suitable earth point
- 30.5.5 Teams are permitted to practice Pit Stops with their refuelling tower in Pit Lane, outside of track activity, provided that there is no fuel in the tower or the refuelling hose.
- 30.5.6 Teams are required to use ~~red~~ Fuel Drums as supplied by CSR for storing and transporting the V8 Supercar Control Fuel in the paddock and garage area.
- 30.5.7 The fuel delivery hose must be purged of air and full of fuel prior to the 5 minute board at the start of a Race. The volume of fuel in the tower at this time will be the starting point for measuring compliance with Supplementary Regulations.
- 30.5.8 Teams are not permitted to place any type of cover or shield over the Control Refuelling Tower during a Race.

D30.6 FUEL RIG TIMING

The Following items will be permitted to be attached to the V8 Supercar Fuel Rig:

- 30.6.1 A simple timing device is permitted provided that is triggered by the refueller either manually or by inserting the FIA male refuelling nozzle into the Car. The readout must only be visible to the refueller and not transmitted in any way;
- 30.6.2 A Warning light to the refuelling head operated from within the garage to alert the refueller when to remove the fuel nozzle from the car;
- 30.6.3 A Warning light affixed to the Boom to alert the crew when the Fuel Nozzle is connected to the car.

SCHEDULE D 1
POINTSORE SYSTEM
for
FUJITSU V8 SUPERCAR SERIES
(Rule D 15.4.2)

Round	Sector	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
1 Clipsal 500	Fri 30 min	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
	Sun 30 min	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 Barbagallo	Sat 20 min	120	110	103	96	89	82	77	72	67	62	57	55	53	51	48	46	43	41	38	36	33	30	28	26	24	21	19	17	15	12
	Sun 20 min	60	56	52	48	44	40	38	36	34	32	30	28	26	24	23	22	21	20	19	18	17	16	15	14	13	12	11	9	7	6
	Sun 20 min	120	110	103	96	89	82	77	72	67	62	57	55	53	51	48	46	43	41	38	36	33	30	28	26	24	21	19	17	15	12
3 Townsville	Sat 20 min	120	110	103	96	89	82	77	72	67	62	57	55	53	51	48	46	43	41	38	36	33	30	28	26	24	21	19	17	15	12
	Sun 20 min	60	56	52	48	44	40	38	36	34	32	30	28	26	24	23	22	21	20	19	18	17	16	15	14	13	12	11	9	7	6
	Sun 20 min	120	110	103	96	89	82	77	72	67	62	57	55	53	51	48	46	43	41	38	36	33	30	28	26	24	21	19	17	15	12
4 Queensland Raceway	Sat 20 min	120	110	103	96	89	82	77	72	67	62	57	55	53	51	48	46	43	41	38	36	33	30	28	26	24	21	19	17	15	12
	Sun 20 min	60	56	52	48	44	40	38	36	34	32	30	28	26	24	23	22	21	20	19	18	17	16	15	14	13	12	11	9	7	6
	Sun 20 min	120	110	103	96	89	82	77	72	67	62	57	55	53	51	48	46	43	41	38	36	33	30	28	26	24	21	19	17	15	12
5 Bathurst	Fri 30 min	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
	Sat 30 min	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
6 Sandown	Sat 20 min	120	110	103	96	89	82	77	72	67	62	57	55	53	51	48	46	43	41	38	36	33	30	28	26	24	21	19	17	15	12
	Sun 20 min	60	56	52	48	44	40	38	36	34	32	30	28	26	24	23	22	21	20	19	18	17	16	15	14	13	12	11	9	7	6
	Sun 20 min	120	110	103	96	89	82	77	72	67	62	57	55	53	51	48	46	43	41	38	36	33	30	28	26	24	21	19	17	15	12
7 Sydney	Sat 30 min	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
	Sun 30 min	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 D 2
POINTSCORE SYSTEM
for
AUSTRALIAN V8 SUPERCAR CHAMPIONSHIP SERIES
(Rule D 15.4.3)**

	Sector	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
Abu Dhabi Races 1 & 2	Fri 200km	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
	Sat 200km	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
Clipsal 500 Races 3 & 4	Sat 250km	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
	Sun 250km	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
Hamilton Races 5 & 6	Sat 200km	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
	Sun 200km	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
Barbagallo Races 7, 8 & 9	Sat 120km	100	92	86	80	74	68	64	60	56	52	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10
	Sun 120km	100	92	86	80	74	68	64	60	56	52	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10
	Sun 120km	100	92	86	80	74	68	64	60	56	52	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10
Winton Races 10 & 11	Sat 120km	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
	Sun 200km	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 Races 12 & 13	Sat 120km	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
	Sun 200km	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
Townsville Races 14 & 15	Sat 200km	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
	Sun 200km	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
Ipswich Races 16, 17 & 17B	Sat 70km	75	69	65	60	56	51	48	45	42	39	36	35	33	32	30	29	27	26	24	23	21	20	18	17	15	14	12	11	9	8
	Sat 70km	75	69	65	60	56	51	48	45	42	39	36	35	33	32	30	29	27	26	24	23	21	20	18	17	15	14	12	11	9	8
	Sun 200km	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
Phillip Island 500 Race 18B	Sat 60km	50	46	43	40	37	34	32	30	28	26	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5
	Sat 60km	50	46	43	40	37	34	32	30	28	26	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5
	Sun 500km	200	184	172	160	148	136	128	120	112	104	96	92	88	84	80	76	72	68	64	60	56	52	48	44	40	36	32	28	24	20
Bathurst 1000 Race 19B	Sun 1000km	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
Gold Coast Races 20A & 21A	Sat 200km	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
	Sun 200km	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
Symons Plains Races 22A & 23A	Sat 120km	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
	Sun 200km	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 Races 24A & 25A	Sat 120km	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
	Sun 200km	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 Races 26A & 27A	Sat 250km	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
	Sun 250km	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 D 3 SIGNALLING

NOTE: The provisions of this Schedule have been extracted from Appendix H to the ISC, with some amendments to suit V8 Supercar Meetings.

1. SIGNALLING - GENERALLY

- 1.1 In the supervision of the Circuit, the Clerk of Course, the Race Director and the marshals' posts rely largely on the use of signals to contribute to the Drivers' safety and enforce the regulations.
- 1.2 Signals are given in daylight by the different coloured flags which may be supplemented, or under some circumstances, replaced by lights.
- 1.3 It is necessary to warn Drivers of any modifications made to the Course arrangements since they became familiar with the Race Track in practice etc. Should some such particular abnormality become permanent, there is no point in continuing to signal it for more than two (2) laps, as by that time Drivers should be familiar with it and the flag concerned then becomes available for the use in other cases.
- 1.4 Black and white signal boards of similar dimensions to the flags may also be used for certain signals: these should be clearly specified in the Regulations for the event concerned.
- 1.5 At night the flags may be replaced by lights and reflective panels, but all Drivers will be made aware of this at a briefing beforehand. Yellow lights at each post are obligatory for events run at night (see 3.2 below)
- 1.6 It will be deemed a serious breach of these Rules if a Driver fails to take any action stated herein to be required by the display of a flag or signal, and the Race Director is hereby vested with the discretion as to whether such failure has occurred.
- 1.7 Flags: the minimum size of all flags is 600mm x 800mm except the red and chequered flags which should be at least 800mm x 1000mm.
- 1.8 Competitors must not use flags or similar signals in any way whatsoever to these signals

2. FLAG SIGNALS TO BE USED AT THE START LINE

- 2.1 **The National flag:** This flag is normally used to start the race if the starting lights are not functioning. The starting signal, using the flag, should be given by lowering the flag; it having been raised above the starter's head after all Cars are stationary. It will be raised for between 3 and 5 seconds before being lowered.
Should the national flag not be used for any reason, the colour of the flag (which should not cause confusion with any other flag described in this Schedule), should be specified in the Supplementary/ Further Supplementary_Regulations or a Bulletin.
- 2.2 **Red flag:** This flag should be waved at the start line when it has been decided to stop a practice or qualifying session or a race using other than a chequered flag. Simultaneously, each flag post around the circuit should also wave a red flag.
The red flag may also be used by the Clerk of the Course or the Race Director (or their nominees) to close the Circuit.
- 2.3 **Black and white chequered flag:** This flag will be waved to signify the end of a practice or qualifying session or a race, and upon display, after having crossed the finishing line all Drivers must proceed to the Pit Lane or paddock area by following the Race Track, or as directed by officials.
- 2.4 **Black flag:**
 - 2.4.1 This flag will be used to inform the Driver concerned that he/she must either complete a PLP as instructed by the officials or stop at their Pit Bay if the Car has been excluded from the Race, on the next approach to the Pit Lane entry. If

a Driver fails to comply for any reason, this flag should not be shown for more than four (4) consecutive laps.

2.4.2 The decision to show this flag rests solely with the Stewards; the Team concerned will be informed of the decision as soon as practicable.

2.4.3 This flag will be shown motionless and accompanied by a black board displaying in white the number of the Car of the Driver concerned.

2.5 Black flag with an Orange Disc (Mechanical Flag):

2.5.1 This flag will be used to inform the Driver concerned that his/her Car has mechanical problems likely to endanger the Driver or others and means that the Driver must stop at their Pit Bay on the next lap.

2.5.2 When the mechanical problems have been rectified to the satisfaction of the CTM, the Car may rejoin the Circuit.

2.5.3 The orange disc will be 400mm in diameter.

2.5.4 This flag will be shown motionless and accompanied by a black board displaying in white the number of the Car of the Driver concerned.

2.5.5 Normally the decision to show this rests with the Clerk of Course or the Race Director, however it may be taken by the Stewards.

2.6 Black and White flag divided diagonally:

2.6.1 This flag will be shown once only and is a warning to the Driver concerned that he has been reported for unsporting behaviour.

2.6.2 This flag will be shown motionless and accompanied by a black board displaying in white the number of the Car of the Driver concerned.

2.6.3 Normally the decision to show this rests with the Clerk of Course or the Race Director.

2.7 Additional Flag Points:

The flags referred to in this article 2 may also be displayed at places other than the start line should the Clerk of Course or the Race Director deem this necessary.

3. FLAG SIGNALS TO BE USED AT FLAG POSTS

3.1 Red flag:

3.1.1 This will be shown waved only on instruction from the Clerk of Course or the Race Director when it becomes necessary to stop a practice or qualifying session or a race by other than the chequered flag.

3.1.2 All Drivers are required to slow down immediately and proceed to the Pit Lane (or the place foreseen by the regulations of the Event), and must be prepared to stop if necessary.

3.1.3 Overtaking is not permitted.

3.2 Yellow flag:

3.2.1 This is a signal of danger and will be shown to Drivers in two ways with the following meanings:

3.2.1.1 Single waved: Drivers must reduce speed, must not overtake and must be prepared to change direction. The flag indicates there is a hazard beside or partly on the Circuit.

3.2.1.2 Double waved: Drivers must reduce speed, must not overtake and must be prepared to change direction or stop. The flag indicates there is a hazard wholly or partly blocking the Circuit.

3.2.2 Waved yellow flags will normally be shown only at the flag point immediately preceding the hazard.

- 3.2.3 Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.
- 3.2.4 Yellow flags will not be shown in the Pit Lane unless there is an incident of which the Driver should be made aware.
- 3.3 **Yellow flag with Red Stripes:**
 - 3.3.1 This will be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil, water, dirt etc on the Circuit in the area beyond the flag.
 - 3.3.2 This flag will be displayed, depending on the circumstances, for at least four (4) laps unless the surface returns to normal beforehand.
 - 3.3.3 It is not necessary for the sector beyond where this flag is being shown to display a green flag.
- 3.4 **Light Blue flag:** This will normally be waved, as an indication to a Driver that he/she is about to be overtaken. It has different meanings during practice and qualifying sessions and a race:
 - 3.4.1 At all times: A stationary flag will be displayed to a Driver leaving the Pit Lane if traffic is approaching on the Race Track.
 - 3.4.2 During practice and qualifying: A Driver must give way to a faster Car which is about to overtake the Car at which the flag is directed.
 - 3.4.3 During a race: The flag will normally be shown to a Car about to be lapped and, when shown, the Driver concerned must allow the following Car to pass at the earliest opportunity
- 3.5 **White flag:**

This flag will be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of Circuit controlled by that flag post.
- 3.6 **Green flag:**
 - 3.6.1 This will be used to indicate that the Circuit is clear and will be waved at the flag post immediately after the incident that necessitated the use of one or more yellow flags.
 - 3.6.2 This flag may also be used, if deemed necessary by the Clerk of Course or the Race Director, to signal the start of a formation lap or the start of a practice or qualifying session.

4. STARTING LIGHTS

- 4.1 When lights are installed for the starting of races, the following requirements should be respected.
- 4.2 The lights will have the following meanings:
 - 4.2.1 **RED lights illuminated:** Remain stationary and prepare to start racing.
 - 4.2.2 **RED lights extinguished:** Start racing.
 - 4.2.3 **GREEN lights illuminated:** The race has started. Note: It is not compulsory to show green lights.
 - 4.2.4 **YELLOW flashing lights illuminated:**
 - 4.2.4.1 Cars must remain stationary and switch off engines (if these lights are switched on after the red lights, the red lights must remain switched on).
 - 4.2.4.2 Normally, the time lapse between switching on the red lights and extinguishing them will be between 3 and 5 seconds.
 - 4.2.4.3 The yellow lights at the start should not be used at any other time during an event.

SCHEDULE D 4

(Rule D 12.3)

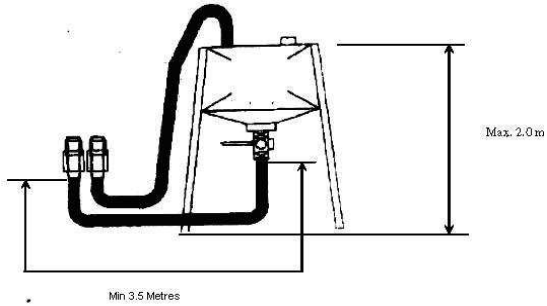
AIR IMPACT TOOL AND REGULATOR REGISTER

Air Impact Tools		Regulators	
Brand	Model	Brand	Model
Blue Point	AT 1100A AT 1125D AT1300	Aqua Lung	N/A
		CIG Weld	N/A
Chicago Pneumatic	CP 793 CP 893 CP 9575 CP 6060 Race	Harris	825 3500-200 3500-600 HP 750
Ingersoll Rand	231 291 2940 CAPS 2151 RAC-E	Modern Engineering Company	P600
Dino Paoli	DP 192 DP 2000 DP 2000S	Dino Paoli	RGPRSF1
		Victory Equipment Company	Apollo Air Big M 600
Scorpion	SRW 500		
S.P. Air	SP 1190 ART 1187	Gasgep Industries	820500 825003
Trax Kawasaki	ARXCT 2000D		

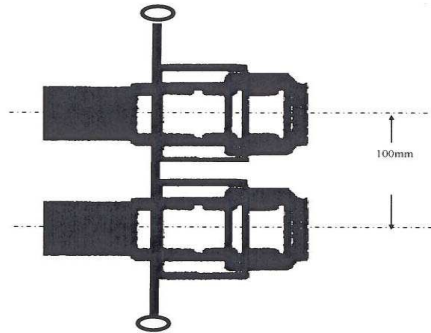
NOTE: - Minimum Impact Gun Weight 3.95kgs (not including socket and airline fitting)

Schedule D5 Refueling equipment

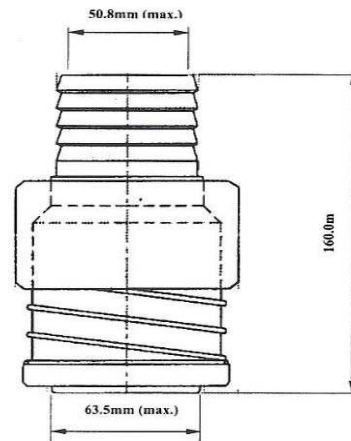
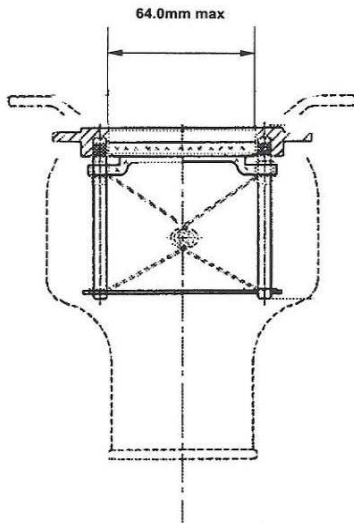
Fuel Tower



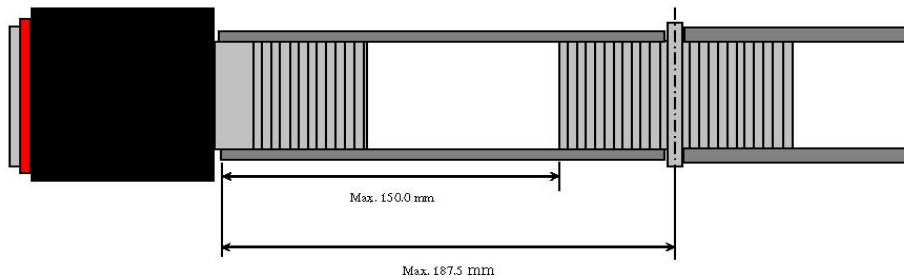
FIA Dry Break Config



Standard dry break fittings (male and female)



Fuel Restrictor Fitting

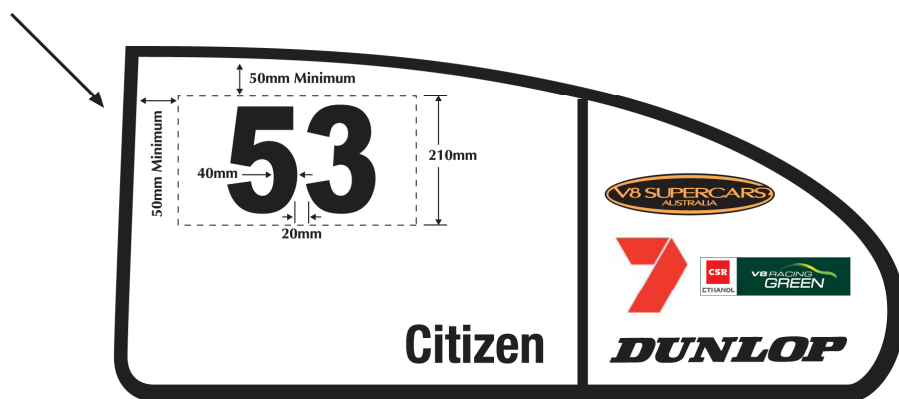


**SCHEDULE D 6
MARKINGS ON CARS
(Rule D 24)**



Side Windows

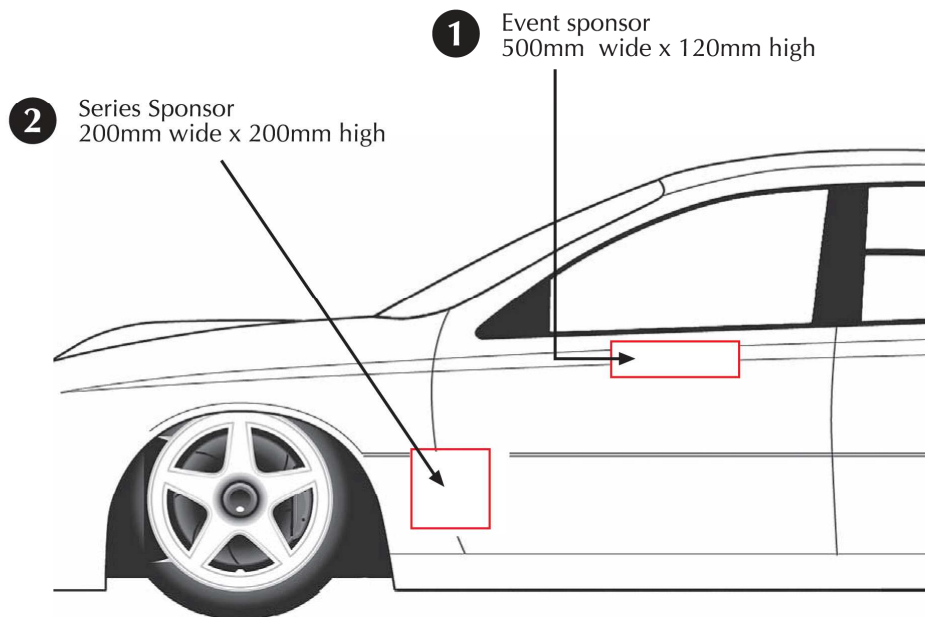
- 1** Competition Number must be Dayglo Yellow
Competition Number must be located within area provided



- 2** Drivers Name.
Sprint Rounds: 100mm High , White Helvetica Bold Condensed.
Endurance Rounds: 50mm High each driver.



Side



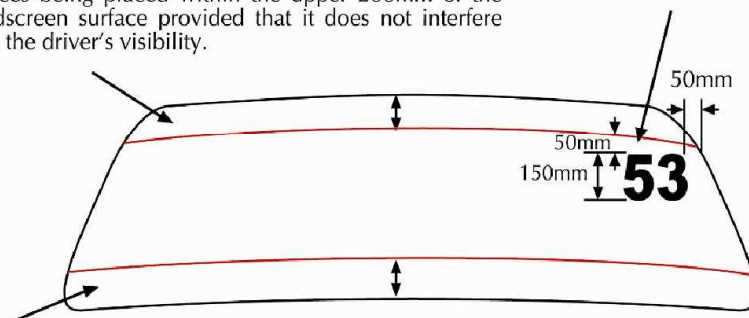
**SCHEDULE D 6
MARKINGS ON CARS
(Rule D 24)**



Front Windscreen

- 1** **Non-Compulsory Windscreen Band**
On the top of the windscreen and on a background free as to colour & depth, subject to the lettering and devices being placed within the upper 200mm of the windscreen surface provided that it does not interfere with the driver's visibility.

- 3** Dayglo Yellow competition Number



- 2** No Signage to go beyond a line across the lower portion of the windscreens parallel with the base of it.

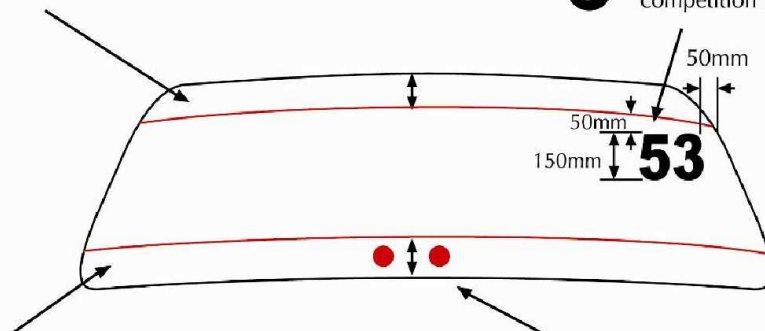
- AU, BA, BF = 75 mm From Base Of Screen
- VY, VZ, = 75 mm From Base Of Screen
- VE, FG = 135 mm From Base Of Screen



Rear Windscreen

- 1** Non-Compulsory rear windscreen band 200mm deep

- 3** Dayglo Yellow competition Number



- 2** No signage to go above a line across the lower portion of the windscreen and parallel with the base of it.

- 4** Ensure signage does not impede view of brake lights in the rear window.

- FG, BA, BF = 50 mm
- VY, VZ = 100 mm
- VE = 50 mm

All measurements from the base of the screen.

SCHEDULE D 7

STOPPING AND RESTARTING RACES ANNOUNCEMENTS (Rule D 10.1.4)

Race Management Channel Procedures and displayed on the LAN

Stopping a Race

When a race is red flagged the following details will be relayed to the Teams over the RMC.

- The race is being red flagged.
- If the Race will be restarted and whether it will be a Case A, Case B or no restart in which case the Cars go directly to parc ferme. .
- Where the Cars will be directed to for a restart. Pit Lane, Grid or behind the grid.
- In the case of A or B and if the Cars are directed to the grid or behind, whether the cars can be approached and worked on. If the Cars are directed to the pits, work is permitted and the pit exit remains open unless directed otherwise. .

Restarting a Race

Once the cars have stopped the following information must be relayed to the teams as soon as possible.

- The length of the restarted race (in laps or time).
- The completed lap on which the grid order will be determined. The order will be established by a grid sheet.
- If appropriate, confirmation of which lap the pit window will open and/or close.
- Under what conditions a Car will be permitted to restart the race if it is in Pit Lane.
- Estimated time to the 5 minute board with continual updates if necessary.
- This information will be determined by the Stewards and is not appealable.