



# V8 SUPERCARS OPERATIONS MANUAL 20154

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## V8 SUPERCARS OPERATIONS MANUAL 2015

### DIVISION “D” – SPORTING RULES

#### D1 TESTING

##### D1.1 Testing Permitted

- 1.1.1 Wind-tunnel testing of a Car or scale model version of a Car is not permitted.
- 1.1.2 The testing of any Car, other than at a Meeting, will be permitted only subject to all parts of Rule D1.

##### D1.2 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 and/or an ACM Test day as detailed in Rule D1.3 below.
- 1.2.2 Victorian Teams will be limited to testing at Winton Motor Raceway.
- 1.2.3 Queensland Teams will be limited to testing at Queensland Raceway.
- 1.2.4 Teams from all other States will be permitted to nominate a Circuit within their State or request a change of Circuit.
- 1.2.5 Teams or Groups will not be permitted to change the nominated State during the calendar year.
- 1.2.6 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.
- 1.2.7 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.
- 1.2.8 On application by a Team, V8 Supercars may grant approval for Queensland Teams to Test at Morgan Park, and Victorian Teams to Test at Calder on the basis of their nominated Test Track being unavailable for an extended period.
- 1.2.9 Single shock dynos and rolling road Chassis dynos are not deemed to be Test Tracks for the purpose of these Rules.

##### D1.3 ACM TEST DAYS

- 1.3.1 ACM's, and only with the prior permission of V8 Supercars, may be permitted a maximum total of two (2) Test days during which one (1) of their Cars may be driven. These Test days are, here on in, referred to as ACM Test days.
  - 1.3.1.1 Only Primary Drivers may drive a Car on an ACM Test day.
- 1.3.2 Once an ACM supplied Car participates in a Test day, as detailed in Rule D1.4 below, any remaining ACM Test days for the respective ACM will be forfeited.
- 1.3.3 Where an ACM has 2 or more of their Cars testing on the same day it will be considered a Test day as detailed in Rule D1.4 below, and any remaining ACM Test days for the respective ACM will be forfeited.
- 1.3.4 In accordance with Rule D1.2.1 an ACM may nominate either Phillip Island or Sydney Motorsport Park for one of the ACM Test days; however one of the ACM Test days must be at the Teams nominated Test Track.
  - 1.3.4.1 Under exceptional circumstances, V8 Supercars, at its sole discretion, may permit an ACM to conduct an ACM Test day at a Circuit that is not located in the State or Territory in which the Team or Group is based.
- 1.3.5 During the ACM Test day, it will be permitted to adjust or fine tune the Car for racing and to record and download electronic data.



#### **D1.4 VCS TEST DAYS**

- 1.4.1 A Team or Group will be permitted a maximum total of three (3) Test days between 12 January 2015 and 18 December 2015 inclusive.
- 1.4.2 For the avoidance of doubt ACM's will be permitted the three (3) Test days in D1.4.1, irrespective of them being permitted to use one or both of their ACM Test days in D1.3.
- 1.4.3 If for any reason, other than that detailed in Rule D1.4.3.1, a Team or Group utilises only part of a day, the Team or Group will be deemed to have used a full day.
  - 1.4.3.1 If, due to rain, a Team or Group elects to cease testing within 2 hours of their first lap or before 1100 (whichever comes first) on the Test day they will not be deemed as having used one of their Test days.
  - 1.4.3.2 If a Team wishes to cease testing in accordance with D1.4.3.1 above, approval for such will be at the sole discretion of the V8 Supercars Official in attendance on the Test day.
  - 1.4.3.3 The option as detailed in D1.4.3.1 above may only be applied once per year, and is not applicable for any compulsory Test days.

#### **D1.5 DVS TEST DAYS**

- 1.5.1 A Team or Group, who has paid a Entry Registration Fee in full, will be permitted a maximum total of six (6) Test days each calendar year.
- 1.5.2 Any DVS Team that enters on a round by round basis will be permitted one (1) Test day for each round entered, up to the maximum six (6) allowed under D1.5.1.
- 1.5.3 If for any reason, other than that detailed in Rule D1.4.3.1 above, a Team or Group utilises only part of a day, the Team or Group will be deemed to have used a full day. If Rule D1.4.3.1 is applied, then Rules D1.4.3.2 and D1.4.3.3 will also apply.
- 1.5.4 For the calendar year 2015, DVS Teams will not be permitted to Test prior to 12 January 2015 and post 18 December 2015.

#### **D1.6 Sharing Test Track Days**

- 1.6.1 Subject to compliance with all parts of Rule D1, and to any specific Test Track regulations, Teams or Groups must make every reasonable effort to share their Test day subject only to the restrictions imposed by the Test Track operators.

#### **D1.7 Pre-Test Procedures**

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

- 1.7.1 notify V8 Supercars in writing, no less than five (5) working days before the date of the proposed Test day on the form contained in Division "F" of these Rules, of their intention to Test; and
- 1.7.2 obtain from V8 Supercars permission to conduct a Test day; which permission will not be unreasonably withheld.

#### **D1.8 V8 Supercars Test Log**

- 1.8.1 Each VCS Team or Group and DVS Team or Group will be issued with a V8 Supercars Test Log:
  - 1.8.1.1 in which all Test Track activities must be accurately and fully entered, and validated pursuant to Rule D1.8.1.2; and
  - 1.8.1.2 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 Authorised Representative before the Team or Group commences their Test day; and

- 1.8.1.3 for which the Authorised Representative of the Teams or Groups will bear the responsibility of ensuring all entries are fully and accurately completed; and
  - 1.8.1.4 which at any time may be required by V8 Supercars to be produced for inspection by V8 Supercars and/or by the Stewards; and
  - 1.8.1.5 which will have every page pre-signed by V8 Supercars to ensure that no unauthorised pages are available. Where the Team is an ACM, the two (2) ACM Test day pages will be signed only for those Teams; and
  - 1.8.1.6 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
  - 1.8.1.7 which, if at any inspection pursuant to Rule D1.8.1.4, is found to contain any missing, altered or incomplete entry will render the Team liable to sanctions pursuant to their REC or DSE and/or referral to the Stewards.
- 1.8.2 The Authorised Representative of a Team or Group must ensure that the V8 Supercars 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.
- 1.8.3 In the event of a change of a Team or Group's operational circumstances:
- 1.8.3.1 the Team or Group so affected must in writing notify V8 Supercars of such changes; and
  - 1.8.3.2 V8 Supercars reserves the right to revoke the Team 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.
- 1.8.4 VCS and DVS Teams will not be considered Grouped for the purposes of testing.

### **D1.9 Test Bans**

- 1.9.1 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 driving a Car or any Car carrying aerodynamic aids and exterior components identical or similar to the samples held by V8 Supercars at any Circuit or part thereof at which a Meeting is scheduled to take place within seven (7) days prior to that scheduled Meeting.
- 1.9.2 For the purposes of Rule D1.9.1, the seven days commences at 00:01 on the Saturday preceding that scheduled Meeting.
- 1.9.3 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.
- 1.9.4 No Team or Group is permitted to Test, other than DVS 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.
- 1.9.5 Any DVS Team that wishes to conduct a 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.
- 1.9.6 Shakedown and demonstration days are specifically excluded from Test bans.

### **D1.10 Test Hours**

- 1.10.1 Test days on any Circuit will only be permitted between 0900 – 1730 hours.

### **D1.11 Number of Cars**

- 1.11.1 Save for ACM Test days as detailed in Rule D1.3, Teams or Groups in the VCS are permitted to Test up to one (1) Car per REC at each Test day.



- 1.11.2 Teams or Groups in the DVS are permitted to Test up to one (1) Car for each 2015 DVS Entry Registration at each Test day, which is permitted to be driven by a VCS Primary Driver for a maximum of 10 laps, including in and out laps on such Test day.

### **D1.12 V8 Supercars Compulsory Test Days**

- 1.12.1 All Teams entered in the VCS must participate, and must ensure that their Primary Drivers participate, for the duration of all V8 Supercars compulsory Test days as nominated by V8 Supercars. The compulsory Test days will count as two of the Team's or Group's three Test days. Any Team that does not participate with all of their Cars may be deducted one (1) of their allocated Test days for every day they do not attend:
- 1.12.1.1 Super Test, Sydney Motorsport Park – 7 – 8 February.

### **D1.13 Not Comprising Test Days**

- 1.13.1 The following activities will not be regarded as comprising a Test day for the purposes of Rule D1, 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 Supercars Test day; or
- 1.13.1.2 Corporate rides (E1.2.1); or
- 1.13.1.3 Evaluation day (D1.14); or
- 1.13.1.4 Demonstration day (D1.16); or
- 1.13.1.5 New Car shakedown (D1.17); or
- 1.13.1.6 Promotional activities (such as filming TV advertisements) run under permission from V8 Supercars with conditions applied by V8 Supercars.
- 1.13.2 Prior to any activity referred to in Rule D1.13 the engine of a Car must not be started for any reason before the arrival at the track of the person appointed by V8 Supercars to supervise the Test who must give approval before a Car's engine can be started.

### **D1.14 Evaluation Day**

- 1.14.1 Teams or Groups may apply to conduct one (1) Driver evaluation day for the sole purpose of the evaluation of Drivers who:
- 1.14.1.1 are not currently a Primary Driver for any VCS or DVS Team;
- 1.14.1.2 have not been nominated as the Primary Driver by the Team in the previous three (3) Seasons; and
- 1.14.1.3 have not competed in 5 or more VCS or DVS Meetings in the previous Season.
- 1.14.2 Any Driver that drives a Car on an evaluation day will not be permitted to be a co-Driver in any Car for any of the endurance races in the same year.
- 1.14.3 During an evaluation day it will be permitted for one (1) Primary Driver to complete a maximum of 10 laps (including in and out laps) in the Car.

### **D1.15 Rookie Test Day**

- 1.15.1 V8 Supercars may permit a Team or Group, a maximum of two (2) Rookie Driver/ Rookie Driver-DVS Test days for the sole purpose of testing and practice for a Rookie Driver/Rookie Driver-DVS. The Rookie Driver/Rookie Driver-DVS only will be permitted to drive in a single Car during any Rookie Driver/Rookie Driver-DVS Test day.

- 1.15.1.1 Teams must register any Rookie Driver/Rookie Driver-DVS with V8 Supercars by way of email, confirming their Rookie status.
- 1.15.2 During a Rookie Driver/Rookie Driver-DVS Test day it will be permitted for one (1) Primary Driver to complete a maximum of 10 laps (including in and out laps) in the Car; and
- 1.15.3 During the Rookie Driver/Rookie Driver-DVS Test days, it will be permitted to adjust or fine tune the Car for racing and to record and download electronic data.

### **D1.16 Demonstration Day**

- 1.16.1 A demonstration day is 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:
  - 1.16.1.1 The Team or Group giving no less than five (5) working days written notice to V8 Supercars of a request to hold a demonstration session, providing full particulars of the proposed demonstration session; and
  - 1.16.1.2 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; and
  - 1.16.1.3 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;
  - 1.16.1.4 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
  - 1.16.1.5 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
  - 1.16.1.6 During a demonstration day it will be permitted for one (1) Primary Driver to complete a maximum of 10 laps (including in and out laps) in the Car.

### **D1.17 New Car Shakedown**

- 1.17.1 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.
  - 1.17.1.1 A New Car Shakedown day may be conducted at any Circuit in the same State or Territory of the Team, subject to the approval of V8 Supercars. It is the preference of V8 Supercars that such shakedown is conducted at a CAMS approved venue.
- 1.17.2 A New Car Shakedown day will be run in accordance with the following conditions:
  - 1.17.2.1 The Team or Group giving no less than five (5) working days written notice to V8 Supercars of a request to hold a New Car Shakedown, providing full particulars of the proposed New Car Shakedown; and
  - 1.17.2.2 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



- 1.17.2.3 During a New Car Shakedown it will be permitted to complete a maximum of 60 kilometres in the Car to ensure that it is set up and operating correctly; and
- 1.17.2.4 If the shakedown is conducted at the Teams' Test Track, and the Team elects to continue after the completion of 60 kilometres, it will be counted as a Test day.
- 1.17.2.5 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 VCS PIT LANE ORDER**

- D2.1** The Pit Lane order will be allocated by V8 Supercars ~~in order of~~ based on the previous year's final Teams Championship order in accordance with Rule D15.5.
- D2.2** The order for any of the following will be determined by the highest points in accordance with Rule D15.5, irrespective of the combination occurring by nomination of a Team or V8 Supercars:
  - 2.2.1 Two single Car Teams paired.
  - 2.2.2 A third Car of a three Car Team paired with a single Car.
  - 2.2.3 A third Car of a three Car Team paired with a third Car from another three Car Team.
  - 2.2.4 A 4 Car Team.
  - 2.2.5 Teams grouped together in accordance with Schedule A5.
- D2.3** Where a third Car of a three Car Team pairs with a single Car Team on Pit Lane, the order of all 4 Cars will be determined by the highest points.
- D2.4** V8 Supercars 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
- D2.5** Assignment of the Pit Lane order of Teams will commence at the Pit Lane exit.
- D2.6** 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.

## **D3 SAFETY**

### **D3.1 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 D9 and D10).

### **D3.2 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 FHR that comply with Rule D22; and
- 3.2.2 must have the safety harness (Rule C5.2 and G5.2) properly fastened at all times; and
- 3.2.3 may only unfasten the safety harness when the Car comes to a complete stop.

### **D3.3 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 D3.3.
- 3.3.3 Any replenishment of fuel, oil or coolant outside the Pit Lane is forbidden and will entail immediate exclusion, unless prior approval has been granted by the S&TD.
- 3.3.4 With the exception of the Driver, and in exceptional cases the Officials, nobody is allowed to touch a stopped Car, the Penalty for which will be exclusion from the race.
- 3.3.5 Pushing a Car along the Race Track, other than under the instruction of an Official, 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 Team's 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 unless prior approval has been granted by the S&TD or if a race has been suspended and the safety car leads all Cars into Pit Lane (Rule D10.1.9).

### **D3.4 Lights**

- 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 C15.5.2 and G14.5.2.
- 3.4.2 The RD, with the agreement of the S&TD and/or the 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 re-join when the rain light has been repaired or otherwise at the discretion of the S&TD. No protest lies against the decision of the RD or the S&TD.

- 3.4.3 The green ID light must be illuminated when a non-Primary Driver is driving the Car; and
- 3.4.4 The orange ID light must be illuminated at all times that the Car is fitted with soft tyres.

### **D3.5 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 personnel 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, Team personnel are not permitted to cross the fast lane of Pit Lane between the time pit exit opens until the last Car passes that Team's Pit Bay at the start of the reconnaissance lap.
- 3.5.4 It is forbidden to climb on pit wall and/or pit wall debris fences during a Meeting, including after the end of races.
- 3.5.5 The following will apply for DVS sessions:
  - 3.5.5.1 During a red flag (excluding during races), Cars in Pit Lane can only be in their Pit Bay or lined up in the fast lane.
  - 3.5.5.2 Cars are permitted to drive between the working bays and the fast lane to enter their Pit Bay.
  - 3.5.5.3 No Car can be pushed back out of their Pit Bay unless the fast lane is clear.  
~~Cars are permitted to enter the working lane to enter their Pit Bay.~~

### **D3.6 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.

### **D3.7 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 D3); 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.

### **D3.8 Driver Conditions Policy**

- 3.8.1 All VCS Drivers must wear a helmet which can accept a forced air ventilation system.
- 3.8.2 The Driver's forced air ventilation system must be operational and filtered through a carbon monoxide filter.
- 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 If the published ambient temperature of the day at 0800 hours as advised by the Bureau of Meteorology ([www.bom.gov.au](http://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 VCS and DVS Car must have a Driver cooling system fitted and operational for all sessions on

that day. The Driver's cooling system must either reduce the Driver's body core temperature and/or supply a constant stream of air to the Driver's 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**

- 3.9.1 It is not permitted to use dry ice other than for the exclusive purpose of Driver cooling systems at any time during a Meeting.

### **D3.10 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 7 seconds through the door on his side and in 12 seconds through the opposite door.

## **D4 BRIEFINGS**

### **4.1 Competitor's & Driver's Briefings**

- 4.1.1 A compulsory Competitor's and Driver's Briefing will be conducted by the RD or his nominee at each Meeting.
- 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 and for the duration of the Competitor's and Driver's 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.

### **D4.2 Competitor/Team Manager's Briefings**

- 4.2.1 If provided in Supplementary/Further Supplementary Regulations or Bulletin, the RD and/or a nominee of V8 Supercars will conduct a briefing for Competitors and/or Team Managers at a time and a place to be advised.
- 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 C2 and Schedule G14 for Cars entered at the Meeting.

## D5 PRACTICE

### D5.1 General

Unless otherwise stated in Supplementary/Further Supplementary Regulations and in accordance with the durations detailed in Schedule A2 the following will apply for practice:

- 5.1.1 All Drivers and Cars that have passed scrutineering will be permitted to compete at the relevant Meeting.
- 5.1.2 The RD 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:
  - 5.1.3.1 all practice sessions may be extended by up to 10 minutes, or as determined by the Stewards.
  - 5.1.3.2 where the Stewards determine an extension is required, it will be by a maximum 15 minutes.
- 5.1.4 All laps of practice will be timed.
- 5.1.5 Additional Drivers will be permitted to take part in VCS practice at Sprint Events, including having the right to drive several Cars, provided ~~Rules D5.2.1.1 and D5.2.1.2 are complied with.~~ that:
  - 5.1.5.1 the Cars are entered by the same Competitor; and
  - 5.1.5.2 the Driver has signed the Entry Registration Form for any such Car; and
  - 5.1.5.3 All additional Drivers need to be are nominated prior to the event via the form in Division F.
- 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 Fuel may only be added to or removed from the Car during practice sessions with a scheduled duration longer than 40 minutes, unless prior approval is given by the S&TD. All refuelling must be carried out in accordance with Rule D29.1.6.
- 5.1.8 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.

### D5.2 Practice at Endurance Events

- 5.2.1 A Driver has the right to drive several Cars entered in the Meeting in practice sessions, provided that:
  - 5.2.1.1 the Cars are entered by the same Competitor; and
  - 5.2.1.2 the Driver has signed the Entry Registration Form for any such Car.
- 5.2.2 Practice for Endurance Events will be detailed in the Supplementary Regulations for the event.

### D5.3 Practice at DVS Rounds

- 5.3.1 The scheduled duration for practice sessions is detailed in Schedule A3.
- 5.3.2 These sessions will be “Time Certain” and will not be extended, save for extreme circumstances as determined by the Stewards.

## D6 QUALIFYING

### D6.1 General

- 6.1.1 A Driver whose best time achieved in a qualifying session exceeds the qualifying time cut-off detailed below will not be permitted to further compete at the Meeting, save for exceptional circumstances accepted by the Stewards.
- 6.1.1.1 For VCS – as a percentage of the fastest Car qualifying time achieved in the relevant session detailed in Schedule A4 for the VCS; and
- 6.1.1.2 For DVS as detailed in the Supplementary/Further Supplementary Regulations.
- 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 RD 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 The total scheduled time allotted to VCS qualifying (not including shootouts), including where multiple sessions occur in a single day, may be extended by a maximum of 15 minutes per day unless, in extreme circumstances as determined by the Stewards in which case, each individual session may be further extended.
- 6.1.3.2 When DVS qualifying is split into two groups, each groups' session may be extended by a maximum of 5 minutes unless in extreme circumstances as determined by the stewards, in which case each groups' session may be further extended. Where DVS qualifying is not split into two groups, the maximum time extension will be 10 minutes, unless in extreme circumstances as determined by the stewards, the session may be further extended.
- 6.1.4 All laps of qualifying sessions will be timed.
- 6.1.5 During 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, or turn the Car so that it complies with 6.1.5.5, 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.
- 6.1.5.6 Once released from Parc Ferme conditions at the completion of any qualifying session all Cars must be removed from Pit Lane into the Pit Garage.
- 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 been released from Parc Ferme conditions, except with the prior express permission of the S&TD. 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.
  - 6.1.8.1 In the case of identical times in a shootout, the order will be determined by the original qualifying time.
- 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 any time 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 S&TD, or the session is completed.
- 6.1.11 Any Driver or Car that causes a red flag during a qualifying session will not be permitted to take any further part in that qualifying session and will have their fastest lap in that session excluded.

## **D6.2 DVS Qualifying**

- 6.2.1 Unless otherwise advised in the Supplementary/Further Supplementary Regulations or a Bulletin, at all DVS Rounds:
  - 6.2.1.1 as per Schedule A3.
  - 6.2.1.2 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, and at which time the grid will be formed subject to Rule D7.

## **D6.3 VCS Qualifying**

- 6.3.1 Unless otherwise advised in Supplementary/Further Supplementary Regulations qualifying at all VCS non-endurance events will be as detailed in Schedule A2.
- 6.3.2 For an Endurance Event 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 have been nominated to the Secretary of the Meeting to form the Car's final Driver pairing.
- 6.3.3 The adding or removing of fuel to Cars is not permitted from the commencement of the first V8 Supercars qualifying session until the chequered flag has been displayed for the end of the last V8 Supercars qualifying session where there are two qualifying sessions on the same day, excluding the top 10 shootout.

## **D6.4 Top Ten Shootout**

- 6.4.1 Where specified in Schedule A2 or the Supplementary/Further Supplementary Regulations, a top 10 shootout will take place.
- 6.4.2 The shootout will be regarded as a qualifying session for those Drivers who achieve the top ten (10) places in qualifying.
- 6.4.3 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.

- 6.4.4 From the time that the Car is parked in Pit Lane in accordance with Rule D6.4.3, it will not be permitted to work on the Car, unless with the express permission of the S&TD, or until it has been released from Parc Ferme by the S&TD, except to:
  - 6.4.4.1 change from dry to wet tyres.
  - 6.4.4.2 add dry ice to the Driver cooling system.
  - 6.4.4.3 fit and remove windscreen shades.
  - 6.4.4.4 any Car that does not comply may be excluded from the shootout.
- 6.4.5 The starting order for the shootout will be from tenth to first as established by the fastest time achieved by a Driver in qualifying.
- 6.4.6 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.
- 6.4.7 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.
- 6.4.8 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 Race Track at the same time.
- 6.4.9 The Car nominated to start the session must be at the Pit Lane exit at the scheduled start time of the session.
- 6.4.10 It is the responsibility of the Competitor to ensure their Car is at the Pit Lane exit prior to the preceding Car receiving the green flag to commence its timed lap.
- 6.4.11 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.
- 6.4.12 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.

## **D6.5 Exceptional Qualifying Circumstances**

- 6.5.1 If, due to exceptional circumstances a qualifying session cannot be completed, the Stewards may allocate grid positions according to practice session times or by other criteria.

## D7 GRID DETERMINATION

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

### D7.1 VCS

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

7.1.1 All grid positions, except for the Endurance Events, 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.

### D7.2 VCS Endurance Events

#### 7.2.1 Sandown 500:

7.2.1.1 Subject to Rule D6, the grid positions for qualifying race 1 on Saturday will be determined from the 20 minute qualifying session. 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.

7.2.1.2 Grid positions for qualifying race 2 on Saturday will be determined from the finishing order of qualifying race 1. Cars that or did not finish will start at the rear of the grid in the order of the number of laps completed. Cars that are excluded from qualifying race 1 will start at the rear of the grid behind the non-finishers in the order of practice times from fastest to slowest.

7.2.1.3 Grid positions for the endurance race on Sunday will be determined from the finishing order of qualifying race 2. Cars that or did not finish will start at the rear of the grid in the order of the number of laps completed. Cars that are excluded from qualifying race 2 will start at the rear of the grid behind the non-finishers in the order of practice times from fastest to slowest

#### 7.2.2 Bathurst 1000 and Gold Coast 600:

7.2.2.1 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) by one of the Drivers designated to form the Car's final Driver pairing.

### D7.3 DVS Rounds

7.3.1 Unless otherwise provided in Supplementary/Further Supplementary Regulations, for round 4, round 6 and round 7 the following will apply:

7.3.1.1 All grid positions for each race will be determined by times set in a qualifying session for each race, with the fastest in pole position and the slowest at the rear of the grid. 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 Unless otherwise provided in Supplementary/Further Supplementary Regulations, for round 1 the following will apply:

7.3.2.1 Race 1: All grid positions will be determined by times set in qualifying, with the fastest in pole position and the slowest at the rear of the grid. 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.

7.3.2.2 Race 2: the finishing order of all Cars that were classified finishers in race 1; followed by

7.3.2.3 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

7.3.2.4 race 1 non-starters in the order of their best qualifying time; followed by

- 7.3.2.5 Cars excluded from race 1 in order of their best qualifying time.
- 7.3.3 Additionally, unless otherwise provided in Supplementary/Further Supplementary Regulations, for round 2, round 3 and round 5 the following will apply:
- 7.3.3.1 Race 3: the finishing order of all Cars that were classified finishers in race 2; followed by
  - 7.3.3.2 the non-finishers in the order of the number of laps completed in race 2 and the order in which they completed the laps; followed by
  - 7.3.3.3 race 2 non-starters in the order of their best qualifying time; followed by
  - 7.3.3.4 Cars excluded from race 2 in order of their best qualifying time.

## **D8 STARTS, TIMING, DRIVERS**

### **D8.1 Starts**

- 8.1.1 Unless otherwise ordered by the Stewards or RD, or in the Supplementary Regulations, starts for all Competitions will be standing starts unless Rule D9.34 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 D7.
  - 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 D7, 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
- 8.1.4.1 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 starter’s orders.
- 8.1.5 Movement of Car
- 8.1.5.1 A Car must be stationary in its position and correctly aligned 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.
  - 8.1.6.2 At this time all Cars that took their correct place on the grid prior to the start of the formation lap, or are, at or approaching the Pit Lane exit in Pit Lane, are deemed to have come under the starter’s orders.
  - 8.1.6.3 Any Driver not coming under starter’s orders with the Car in time will be deemed to be a non-starter.
- 8.1.7 Penalties for a false start
- 8.1.7.1 The Penalty for a false start for VCS will be a 10 second time Penalty served at the completion of the first pit stop or another Penalty as otherwise determined by the Stewards.
  - 8.1.7.2 The Penalty for a false start for DVS will be a 5 second time Penalty or another Penalty as otherwise determined by the stewards.
  - 8.1.7.3 The Penalty detailed in Rule D8.1.7.1 and D8.1.7.2 above may not be served during a pit stop during a SC period.

### **D8.2 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 SC, the timing will commence at the signal for the start of the race.

- 8.2.3 The completion of the first and subsequent laps will be timed when the Car crosses the Control Line, unless the Supplementary/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.

### **D8.3 Multiple Drivers**

- 8.3.1 Save for Rule D8.3.2, and where an additional Driver is permitted in Practice, 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 permitted for round 6 of the DVS. Two (2) Drivers per Car may also be required for 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.

### **D8.4 Driving Time at VCS Endurance Events**

- 8.4.1 This Rule 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 D8.4.3, “continuous driving time” for the starting Driver will be measured from the start of the race until the last time the Driver crosses the timing line at pit entry when entering Pit Lane to change Drivers.
- 8.4.5 Subsequently, the time will be measured from the time a Driver crosses the line at pit exit when exiting Pit Lane until the last time the Driver crosses the timing line at pit entry when entering Pit Lane to change Drivers, or until the Car crosses the Control Line at the end of the race.
- 8.4.6 Subject always to Rule D8.4.3:
  - 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.
  - 8.4.6.3 the scheduled race distance will always be considered as the number laps listed in the Supplementary Regulations, irrespective of a time certain finish being referenced and/or applied unless, at the sole discretion of the Stewards, a reduced distance is necessary.
- 8.4.7 The period of continuous driving referred to in D8.4.3 shall not include any stoppage time should a race be suspended under Rule D10. The Stewards will determine the period of stoppage time for the purpose of this Rule. The Stewards’ decision about the period of stoppage is final and cannot be the subject of an appeal.

### **D8.5 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
  - 8.5.2.1 The green identification light must be on at all times when a non-Primary Driver is driving the Car.



## D9 STARTING PROCEDURE

### D9.1 All Events 30 minute start procedure

Unless advised in Supplementary or Further Supplementary Regulations or Bulletins the following start procedure will apply at all Events. NB: for the duration of the time on the grid it is not permitted to take computers that are capable of being connected to and/or capable of adjusting any systems of the Car, other than those computers that are an integral part of the Car, onto the grid. Such connection includes those computers that can be connected with a cable and/or wirelessly in any form.

- 9.1.1 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.
- 9.1.2 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. At the end of the reconnaissance lap and when approaching the back of the grid, all Cars must keep their engine running until it has stopped in its respective grid position. 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.
- 9.1.3 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 D9.1.14. Cars starting from Pit Lane exit must not stop at Pit Lane exit until this time.
- 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 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. All personnel must be clearing the grid at this time.
- 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 S&TD 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.

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

9.1.10.1.1 If a Car develops a problem that could endanger the start the Driver must immediately raise one hand high or give another appropriate signal and the marshal responsible for that row must immediately wave a yellow flag. If the starter decides the start should be delayed a board saying "EXTRA FORMATION LAP" will be displayed after the abort lights are switched on and the green flag will be waved two seconds later. All Cars able to do so must complete a further formation lap whilst the Car which developed the problem is moved into the Pit Lane by the marshals or Teams, only if instructed by the RD to assist. Any Car that causes an extra formation lap and is able to move off without assistance, must return to the Pit Lane and may start the race from pit exit.

9.1.10.1.2 When leaving the grid to complete the extra formation lap all Drivers must respect the Pit Lane speed limit until they pass the front row of the grid.

9.1.10.1.3 The Team may then attempt to rectify the problem in the Car's Pit Bay and, if successful, the Car may start from pit exit where Rule D9.1.14 applies.

9.1.10.1.4 Should there be more than one Car involved their starting order will be determined by the order in which they reached the pit exit.

9.1.10.1.5 Every time this happens the race will be shortened by one lap.

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 re-commence 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 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 D9.1.11), but only on the direction of an Official, and after the rest of the field has passed the Pit Lane exit. It is not permitted to stop at pit exit at any time while pit exit is open. 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 D9.1.11), will be deemed to be a non-starter and will receive a black flag and excluded from the race.

## **D9.2 DVS Race Starts 15 minute start procedure**

Unless advised in Supplementary/Further Supplementary Regulations or Bulletins the following start procedure will apply to all DVS 15 minute start procedure race starts. NB: for the duration of the time on the grid it is not permitted to take computers that are capable of being connected to and/or capable of adjusting any systems of the Car, other than those computers that are an integral part of the Car, onto the grid. Such connection includes those computers that can be connected with a cable and/or wirelessly in any form.

9.2.1 Fifteen minutes: When fifteen (15) 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 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. At the end of the reconnaissance lap and when approaching the back of the grid, all Cars must keep their engine running until it has stopped in its respective grid position. Cars must exit Pit Lane in Pit Lane 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 Lane 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.

9.2.23 Five minutes: When five (5) minutes remains before the formation lap, a warning will be sounded and a 5 minute board 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 D9.2.123. Cars starting from Pit Lane exit must not stop at Pit Lane exit until this time.

9.2.34 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.

9.2.45 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.

9.2.56 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. All personnel must be clearing the grid at this time.

9.2.67 Thirty seconds: When 30 seconds remain before the formation lap a warning will be sounded and the starter will display a 30 second board.

9.2.78 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 S&TD that the Car can be started on the starter motor without any external assistance.

9.2.89 Return to grid: When Cars return to the grid, each Car must stop on its allocated grid position.

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

9.2.89.1.1 If a Car develops a problem that could endanger the start, the Driver must immediately raise one hand high or give another appropriate signal and the marshal responsible for that row must immediately wave a yellow flag. If the starter decides the start should be delayed, a board saying "EXTRA FORMATION LAP" will be displayed after the abort lights are switched on and the green flag will be waved two seconds later. All Cars able to do so, must complete a further formation lap whilst the Car which developed the problem is moved into the Pit Lane by the marshals or Team, only if instructed by the RD to assist. Any Car that causes an extra formation lap and is able to move off without assistance, must return to the Pit Lane and may start the race from pit exit.

9.2.89.1.2 When leaving the grid to complete the extra formation lap, all Drivers must respect the Pit Lane speed limit until they pass the front row of the grid.

9.2.89.1.3 The Team may then attempt to rectify the problem in the Car's Pit Bay and, if successful, the Car may start from pit exit where D9.2.123 applies.

9.2.89.1.4 Should there be more than one Car involved, their starting order will be determined by the order in which they reached the pit exit.

9.2.89.1.5 Every time this happens, the race will be shortened by one lap.

9.2.910 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.

9.2.101 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.

9.2.142 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 re-commence 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.

- 9.2.123 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 D9.2.910), but only on the direction of an Official, and after the rest of the field has passed the Pit Lane exit. It is not permitted to stop at pit exit at any time while pit exit is open. 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 D9.2.910) will be deemed to be a non-starter and will receive a black flag and excluded from the race.
- 9.2.134 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 S&TD that the Car can be started on the starter motor without any external assistance.
- 9.2.145 Teams are not permitted to remove wheels/tyres on the grid at any time unless:
- 9.2.145.1 the weather conditions are variable; then changing from dry control tyres to wet weather control tyres only will be permitted; and/or
  - 9.2.145.2 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 S&TD and rendered unusable.
  - 9.2.145.3 prior permission to remove the wheel/tyre is granted by the S&TD.

### **D9.3 DVS start procedure**

Unless advised in Supplementary/Further Supplementary Regulations or Bulletins the following start procedure will apply to all DVS race starts. NB: for the duration of the time on the grid it is not permitted to take computers that are capable of being connected to and/or capable of adjusting any systems of the Car, other than those computers that are an integral part of the Car, onto the grid. Such connection includes those computers that can be connected with a cable and/or wirelessly in any form.

9.3.1 Cars will leave the marshalling area 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. At the end of the reconnaissance lap and when approaching the back of the grid, all Cars must keep their engine running until it has stopped in its respective grid position. Cars must exit the marshalling area in Pit Lane order. Any Car that fails to leave the marshalling area at the designated time will not be permitted to start the race. The Pit Lane exit will be closed when the first Car leaves the marshalling area.

9.3.2 Five minutes: When five (5) minutes remains before the formation lap, a warning will be sounded and a 5 minute board will be displayed. Cars qualified to start but which have entered the Pit Lane at the end of the reconnaissance lap may be permitted to start the race from the Pit Lane exit, pursuant to Rule D9.3.12. Cars starting from Pit Lane exit must not stop at Pit Lane exit until this time.

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. All personnel must be clearing the grid at this time.
- 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.
- 9.3.8.1 If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply:
- 9.3.8.1.1 If a Car develops a problem that could endanger the start, the Driver must immediately raise one hand high or give another appropriate signal and the marshal responsible for that row must immediately wave a yellow flag. If the starter decides the start should be delayed, a board saying “EXTRA FORMATION LAP” will be displayed after the abort lights are switched on and the green flag will be waved two seconds later. All Cars able to do so, must complete a further formation lap whilst the Car which developed the problem is moved into the Pit Lane by the marshals or Team, only if instructed by the RD to assist. Any Car that causes an extra formation lap and is able to move off without assistance, must return to the Pit Lane and may start the race from pit exit.
- 9.3.8.1.2 When leaving the grid to complete the extra formation lap, all Drivers must respect the Pit Lane speed limit until they pass the front row of the grid.
- 9.3.8.1.3 The Team may then attempt to rectify the problem in the Car’s Pit Bay and, if successful, the Car may start from pit exit where D9.3.12 applies.
- 9.3.8.1.4 Should there be more than one Car involved, their starting order will be determined by the order in which they reached the pit exit.
- 9.3.8.1.5 Every time this happens, the race will be shortened by one lap.
- 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 re-commence 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 D9.3.9), but only on the direction of an Official, and after the rest of the field has passed the Pit Lane exit. It is not permitted to stop at pit exit at any time while pit exit is open. 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 D9.3.9) 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 any time 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.

#### **D9.4 Race Starts by Safety Car**

9.34.1 In exceptional circumstances a race may be started behind the SC.

9.34.2 In this case, at the five (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.

9.34.3 When the starter extinguishes the red light, all Cars on the grid will be considered under starter's orders, the SC will leave the grid with all the Cars following in a single file and grid order no more than five (5) Car lengths apart.

9.34.4 Overtaking of a Car with an obvious problem is permitted when leaving the Grid.

9.34.5 Any Car that was delayed and that leaves the grid prior to the last Car without an obvious problem crossing the Start Line will be permitted to overtake and reclaim their original starting position.

9.34.5.1 Any Car that was stationary after all Cars without an obvious problem have crossed the starting line may not overtake another moving Car and must form up at the back of the line of Cars behind the SC.

9.34.5.2 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.

9.34.6 The SC will withdraw in the prescribed manner when directed by the RD.

9.34.7 The race will be considered started when the leading Car crosses the Control Line at the end of that lap.

9.34.7.1 Cars starting from Pit Lane exit will be considered to have come under starter's orders if they are at or approaching pit exit when the lead Car crosses the Control Line to start the race.

## **D10. SUSPENDING & RESUMING RACES**

### **D10.1 Suspending a race**

- 10.1.1 Should it become necessary to suspend the race because the Circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course on the agreement of the Race Director will order red flags to be shown at all marshal posts.
- 10.1.2 When the red flag is displayed overtaking is forbidden, the pit exit will be closed and all Cars should proceed slowly to the grid (Drivers may also choose to enter the pits). The first Car to arrive on the grid should occupy pole position and others should line up in a single line behind it in the order they arrive. Any Cars unable to return to the grid as a result of the track being blocked may return provided they do so under their own power and when the track is cleared.
- 10.1.3 Team members and Officials will be permitted on the grid, and TV personnel as approved by the RD.
- 10.1.4 A Car may be pushed from the grid to Pit Lane only if approved by the S&TD. These Cars are not permitted to refuel.
- 10.1.5 The order of the Cars on the grid will be taken at the last point at which it was possible to determine the position of all Cars, which may require Cars to be repositioned on the grid.
- 10.1.6 The SC will be positioned at the front of the grid.
- 10.1.7 Whilst the race is suspended:
- 10.1.7.1 Neither the race nor the timekeeping system will stop.
  - 10.1.7.2 Cars may be worked on once they have stopped on the grid (once access is granted) or they have entered the pits, but any such work must not impede the resumption of the race.
  - 10.1.7.3 Refuelling and/or Driver changes are forbidden. However, any Car which was in the pit entry or Pit Lane when the signal to suspend the race was given will be permitted to refuel and/or change Drivers.
  - 10.1.7.4 The changing of any tyre is forbidden unless permitted by the RD due to weather conditions (e.g. dry to wet) or if approved by the S&TD for safety reasons. However, any Car which was in the pit entry or Pit Lane when the signal to suspend the race was given will be permitted to change its tyres.
- 10.1.8 Cars in the Pit Lane will be permitted to leave the pits in accordance with D10.2.4 and in the order they arrive at the pit exit.
- 10.1.9 If the race is suspended during a SC intervention, and the SC is directed into the Pit Lane, Cars shall stop in a line behind the SC in the fast lane. Cars may be worked on in the fast lane, however, refuelling is forbidden and D10.1.7.4 applies and any such work must not impede the resumption of the race.
- 10.1.10 At all times Drivers must follow the directions of the marshals.

### **D10.2 Resuming a race**

- 10.2.1 Signals will be shown five minutes, three minutes, one minute and thirty seconds before the resumption and each of these will be accompanied by an audible warning.
- 10.2.2 Two minutes prior to the green flag any Cars between the SC and the leader will be waved off to complete a further lap, without overtaking, and join the line of Cars on the grid or behind the SC if it has moved off. When leaving the grid Drivers must activate their Pit Lane speed limiters until they pass the SC at the front of the grid.
- 10.2.3 At the one minute signal the grid will be cleared of all personnel and equipment.

- 10.2.4 When the green flag is waved the SC will leave the grid and all Drivers must follow no more than five (5) Car lengths apart. As soon as the last Car in line behind the SC passes the end of the Pit Lane (including any Cars which were waved off as per D10.2.2) the pit exit light will be turned green and Cars in the Pit Lane may then enter the track and join the line of Cars behind the SC.
- 10.2.5 The relevant SC procedures will be followed including the display of yellow flags and SC boards whilst the SC is deployed.
- 10.2.6 Overtaking is only permitted if:
- 10.2.6.1 A Car is delayed when leaving the grid and Cars behind cannot avoid passing it without unduly delaying the remainder of the field; or
  - 10.2.6.2 There is more than one Car starting from Pit Lane and one of them is unduly delayed.
- 10.2.7 If the Cars have entered the Pit Lane behind the SC in accordance with D10.1.9, the same procedure will apply with the race recommencing from the pit exit. If circumstances prevent this, the RD will advise Teams via the RMC.
- 10.2.8 The SC will enter the pits after one lap unless the RD determines otherwise.
- 10.2.9 Prior to the lead Car crossing the Control Line at the end of a SC deployment, or on the restart lap, any Car that is 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.
- 10.2.10 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.
- 10.2.11 Decisions made in respect of Rule D10 cannot be protested.

### **D10.3 Stopping - Time Certain Finish**

- 10.3.1 For time certain races, the chequered flag will be shown to the leading Car as it crosses the Control Line after whichever of the following comes first:
- 10.3.1.1 the end of the number of laps as detailed in the Supplementary Regulations;  
or
  - 10.3.1.2 the first time it crosses the Control Line after the time detailed in the Supplementary Regulations plus 1 lap.

## **D11. SAFETY CAR (“SC”) PROCEDURES**

### **D11.1 Intervention**

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

### **D11.2 Deployment of SC during a Race**

11.2.1 The SC will be deployed to neutralise a race upon the decision of the RD. It will normally be used if Competitors/Drivers or Officials are in immediate physical danger but the circumstances are not such to necessitate stopping the race. The SC, with its flashing lights on will join the Race Track regardless of where the race leader may be. All flag posts will display a waved yellow flag and a SC board which will be displayed until the intervention is over.

11.2.2 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 by use of a green light (or other signal), 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.

11.2.3 If, after positioning the leader behind the SC, the leader stops and a lapped Car or Cars comes between the new leader and the SC, the lapped Car or Cars will be signalled past when appropriate. In this case, the SC withdrawal will not necessarily be delayed to allow the Car or Cars to rejoin at the rear of the line.

11.2.4 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.

11.2.5 All Drivers must maintain a maximum distance of five (5) Car lengths from the Car in front.

11.2.6 While the SC is in operation, Drivers may stop at their Pit Bay, but may only re-join 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 are approaching the Pit Lane exit. A Car re-joining the Race Track must proceed at reduced speed until it reaches the end of the line of Cars behind the SC.

11.2.7 Under certain circumstances, such as the pit straight being blocked by an incident, the RD may ask the SC to drive through the Pit Lane. In these cases, and provided its lights remain flashing, all Cars must follow the SC into the Pit Lane without overtaking. Any Car entering the Pit Lane under these circumstances may stop at its designated Pit Bay.

11.2.8 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 SC, will be determined by the order of the Cars as they cross the nominated SC2 line that crosses the Race Track.

11.2.9 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.

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

11.2.10.1 set the prescribed speed as instructed by the RD on the RMC then,

11.2.10.2 as instructed by the RD on the RMC, extinguish all the flashing lights and accelerate away from the field.

11.2.10.3 enter the Pit Lane at the end of that lap (in normal circumstances).

- 11.2.11 From this time, all Cars will be required to maintain the prescribed speed +/- 5km/h, except if to initially close the gap to the Car in front, and the practice of aggressively accelerating and/or braking and/or moving either left or right is prohibited.
- 11.2.12 After the SC has entered the Pit Lane, the RD will instruct the yellow flags and SC boards at the flag posts to be replaced with waved green flags until the last Car crosses the Control Line. Once the green flags are displayed, Cars are permitted to accelerate or maintain their current speed, but not slow down, up to the Control Line.
- 11.2.13 It is permitted to overlap prior to the Control Line, but only after the apex of the final turn or another turn as nominated by the RD, and provided the green flags have been displayed. Overtaking remains strictly forbidden until across the Control Line, unless a Car slows with an obvious problem.
- 11.2.14 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 let any Cars that are racing on the lead lap, overtake them.
- 11.2.15 Prior to the lead Car crossing the Control Line at the end of a SC deployment, or on the restart lap, any Car that is 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.
- 11.2.16 Any Car judged to have failed to comply with Rule D11.2, including any Driver who is considered to have gained an unfair advantage (inadvertently or not) may have a PLP or other Penalties as determined by the Stewards applied. Should a Driver breach Rule D11.2.5 and/or D11.2.12 for the benefit of another, both may be penalised.

### **D11.3 Race Laps**

Unless otherwise provided in Supplementary/Further Supplementary Regulations:

- 11.3.1 In all VCS and DVS Meetings each lap while the SC is deployed, except where it is referenced as a formation lap, will be counted as a race lap.
- 11.3.2 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, except where it is referenced as a formation lap.

### **D11.4 Race Finishes by SC**

- 11.4.1 If the SC is still deployed at the beginning of the last lap, or is deployed during the last lap all Cars must maintain a single file formation. The SC will enter the Pit Lane at the end of the lap and the Cars will take the chequered flag in a single file without overtaking or overlapping.



## D12. PIT STOPS

### D12.1 Types

#### 12.1.1 Pit Stops:

- 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;
  - 12.1.1.3.1 The quantity of fuel as detailed under the column marked "minimum fuel" in Schedule A2 must be delivered into a Car during the Sunday races of the SuperSprint and SuperStreet Meetings and the Saturday race of the Townsville SuperStreet Meeting (Schedule A1) once that Car has started the race.
  - 12.1.1.3.2 For races specified in D12.1.1.3.1 above, each Car must have an allocated fuel rig. Unless otherwise permitted by the S&TD, only the fuel rig allocated to a Car can be used for refuelling that Car during the race. Each fuel rig must bear the Competition number of the Car to which it has been allocated.
- 12.1.1.4 Are not permitted while a Car is conducting a PLP.

### D12.2 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 Eight (8) people across the Prescribed Line when carrying out any pit stop in any race.
- 12.2.2 One of the people in Rule D12.2.1 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, including the Pit Lane release Rules as contained in Schedule B2;
  - 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 Rule D12.2.1 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 For races with co-Drivers, the Driver leaving the Car or one (1) person additional to those permitted in Rule D12.2.1 may assist the incoming Driver with tasks such as adjust/fasten seatbelts, adjust/change the seat insert, adjust the mirrors, connect radio and coolsuit 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.

### **D12.3 Air impact tools and pressure vessels**

- 12.3.1 Only the air impact tools and gas pressure regulators that appear in Schedule D4 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 four (4) 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, including helium and helium gas, 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 secured vertical position.

### **D12.4 Pit Lane**

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.

- 12.4.1 Any central corridor separating the ‘working lane’ and the ‘fast lane’ is reserved for authorised Officials only.
- 12.4.2 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.
- 12.4.3 Speed Limit is 40 km/h in Pit Lane at all times and if exceeded:
  - 12.4.3.1 during any practice, Meeting Rides, warm up or qualifying session (however described) may result in the Driver being referred to the Stewards; and
  - 12.4.3.2 in any race, the Stewards may apply a PLP; and
  - 12.4.3.3 in either case, the Driver may be referred to the Stewards for any other Penalty provided by the Rules.
- 12.4.4 Pit Wall Structures:

No equipment may be placed on the pit signalling wall at any time. 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.
- 12.4.5 Pit Lane Parking:
  - 12.4.5.1 During all races and warm up sessions all Cars will be required to parallel park in their Pit Bay.

- 12.4.6 No overtaking is permitted in Pit Lane except in exceptional circumstances. Examples may include a slow Car with obvious damage, or a stopped Car.

## **D12.5 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 RD, 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 and battery powered hand tools, 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, warm-up 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 Bay.  
12.5.8.4 It is prohibited to work on a Car in the fast lane at any time, unless approved by the S&TD or if D10.1.9 applies.
- 12.5.9 Pit exit opening  
12.5.9.1 At the start of any session Cars are not permitted to leave their Pit Bay prior to the opening of pit exit. 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 Any markings will be subject to the approval of V8 Supercars.
- 12.5.10.3 No lines or other markings may be placed onto any part of the Pit Lane unless approved by V8 Supercars.
- 12.5.10.4 Teams are required to remove any tape they have placed to mark out their Pit Bays at the conclusion of the Meeting.
- 12.5.11 DVS exiting Pit Lane after a race, practice, warm-up or qualifying session
  - 12.5.11.1 Once the chequered flag has been displayed at the end of each session or race, no work is to be carried out on Cars in Pit Lane, except for ~~the removal of tyres and fitment of "travel" tyres~~ checking tyre pressures, and that permitted under D14.5.3. Work in addition to this may only be carried out with the prior express approval of the S&TD.
  - ~~12.5.11.2 Tyre pressures may only be checked once the tyres are removed from the Car and the Car has begun exiting Pit Lane unless otherwise permitted under D14.5.3.~~
  - 12.5.11.23 No computers are to be plugged into the Car.
  - 12.5.11.34 Any Driver entered for each Car at the Meeting who receives the chequered flag must remain in the Car after they enter Pit Lane and drive it back to the DVS paddock. The Driver may loosen their belts and remove their helmet and gloves before they proceed to pit exit to drive back to the DVS paddock.
  - 12.5.11.45 Should a Driver be required for a media conference or television interview, or with the express approval of the DOM, a crew member may drive the Car back to the DVS paddock.
- 12.5.12 DVS leaving the marshalling area
  - 12.5.12.1 Prior to each session, Cars must have fitted and leave the marshalling area on the tyres they intend to start the session on.

## **D12.6 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 or Group 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 V8 Supercars.
  - 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 Teams' 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 V8 Supercars. In unusual circumstances V8 Supercars at its absolute discretion may make variations to this requirement.
- 12.6.4 Competitors in the DVS will not be permitted to use pit booms at any time during a Meeting.

- 12.6.5 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 D12.2.
- 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 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 With the exception of the Sandown Meeting, air jacks must always be manually operated from the Pit Garage side of the Car during any pit stop. For all Meetings the air jack operator must remain in control of the air jacks at all times during the pit stop.
- 12.7.8 Unless otherwise specified in Supplementary/Further Supplementary Regulations, during races at Sprint Events:
- 12.7.8.1 During all pit stops, Teams must have two (2) air impact tools allocated to both sides of the Car.
  - 12.7.8.2 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.
  - 12.7.8.3 Throwing an air impact tool from one Team member to another is not permitted.

### **D12.8 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 and 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.
- 12.8.1.1 During all other V8 Supercars 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 and eyewear.
- 12.8.2 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.
- 12.8.3 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.
- 12.8.4 When warming up a Car's engine the Car must be moved outside its Pit Garage unless either an extraction fan or an exhaust extension, which directs exhaust fumes outside the Pit Garage, is used.

- 12.8.5 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 Supercars on-track activities at a Meeting.
- 12.8.6 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 any time during V8 Supercars on-track activity.
- 12.8.7 Non-essential persons are not permitted in Team garages during any session during which re-fuelling is permitted, unless the location is adequately shielded against a fire.
- 12.8.8 Teams must, at all times, adhere to the requirements as stated in their Workplace Health and Safety Policy as provided to V8 Supercars in accordance with E7.1.2.
- 12.8.9 During any pit stop, from the time the Car leaves the ground until it returns to the ground, it is not permitted to have the clutch engaged to cause the rear wheels to rotate unless prior approval is given by the S&TD.
  - 12.8.9.1 In any case, where the S&TD grants approval, the wheels must stop rotating prior to the Car being returned to the ground, and they must not be rotating as the Car returns to the ground.
  - 12.8.9.2 A slight movement of the rear wheels indicating the engagement of a gear will not, at the sole discretion of the S&TD, constitute the rear wheels spinning.



## **D13 FINISHING AND RESULTS**

### **D13.1 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.

### **D13.2 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 percent (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.

### **D13.3 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 and/or points allotted to their place in the classification and the next available prize and/or points.
- 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 Car's best qualifying position.

### **D13.4 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 B5) has been reached.
- 13.4.3 Notwithstanding Rule D13.4.2, 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.

### **D13.5 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 B5.2) 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.

### **D13.6 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 Supercars 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 Supercars activity.
  - 13.6.2.2 Provisional Results  
Will be clearly indicated on the results as Provisional. These are issued after the conclusion of all IO 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, IO investigations, protests or Appeals.

## **D14 PARC FERME**

### **D14.1 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 S&TD.
- 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 S&TD, 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.

### **D14.2 Officials' Control**

The S&TD 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.

### **D14.3 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 S&TD or nominee/s, all Drivers must leave the Parc Ferme as soon as practicable.

### **D14.4 Cars Must Go To**

- 14.4.1 At the conclusion of qualifying and all races for VCS, unless otherwise directed by the S&TD, all Cars must proceed directly to the Parc Ferme without interference, except by the marshals if required. Selected Cars may be detained for the minimum time required by the S&TD and/or IO and/or the Stewards.
- 14.4.2 At the conclusion of qualifying and the final race at each round for DVS, unless otherwise directed by the S&TD, all Cars must proceed directly to the Parc Ferme without interference, except by the marshals if required. Selected Cars may be detained for the minimum time required by the S&TD and/or IO and/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 and/or the S&TD 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.

### **D14.5 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 S&TD.
- 14.5.2 For VCS only, Teams are only permitted to do the following while the Cars are in Parc Ferme:
  - 14.5.2.1 Measure tyres pressures;

- 14.5.2.2 Install cool suit loop lines or cool suit radiator protectors and remove dry ice;
  - 14.5.2.3 Loosen the wheels;
  - 14.5.2.4 Position cooling fans in the radiator duct intakes in the front bumper bar;
  - 14.5.2.5 Rotate wheels/tyres;
  - 14.5.2.6 connect auxiliary power pack.
- 14.5.3 ~~If, a~~After qualifying Group 1 and after the final race at a round of the DVS, Cars don't return to Pit Lane it will be permitted to undertake the activities outlined in D14.5.2.1, and D14.5.2.2, D14.5.2.5 and D14.5.2.6 above while the Cars are in Parc Ferme.
- 14.5.4 No operation, checking, tuning or repair of any Car is permitted in the Parc Ferme unless authorised by the S&TD.

### **D14.6 Impounding**

- 14.6.1 Any Car regardless of its place may be impounded pursuant to Rule B4.5 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 B4.5.

## **D15 PRIZES, TROPHIES AND POINTSCORES**

### **D15.1 Prize Money**

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

### **D15.2 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.

### **D15.3 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.

### **D15.4 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 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 table contained in Schedule D1;

15.4.2.2 The combined 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 Championship points will be awarded according to the tables contained in Schedule D2;

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 Unless otherwise specified in the Supplementary Regulations, for events with two Drivers per Car, the total points earned for the finishing position of the Car will be awarded to each Driver.
- 15.4.3.5 Any post-race Penalty imposed for breaches of Rules during the race will be imposed on both Drivers in that Car.
- 15.4.3.6 Drivers holding a current International licence/s as detailed in A5.10.5 and A5.10.6 will be eligible for Driver championship points.
- 15.4.3.7 In the event of two (2) or more Drivers scoring equal points at the end of the championship, 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 percent 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 percent of the scheduled race distance/duration has been completed by the leading Car and cannot be restarted, no points will be awarded.

#### **D15.5 Determination of VCS Teams Championships**

- 15.5.1 The two (2) Car Teams with the highest combined point score from both its 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 One (1) Car Teams with the highest point score by their 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 (1<sup>st</sup>) 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 (2<sup>nd</sup>) places will assume the higher place in the series and so on until the tie is broken.

#### **D15.6 Determination of DVS Privateers Cup**

- 15.6.1 The highest placed privateer Driver at the end of the DVS 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 qualified in a VCS Sprint Event in the preceding year.
- 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.

## **D16 PARITY**

### **D16.1**

- 16.1.1 The V8 Supercars Commission 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 may be referred by the V8 Supercars Commission to the Technical Advisory Panel (TAP) for review and any subsequent recommendation.

## **D17 WEIGHING OF CARS DURING OFFICIAL SESSIONS**

### **D17.1**

In order to check compliance with C4.1.1 and, for DVS, G4.1.1, Cars may be weighed in Pit Lane at any time 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 S&TD over the RMC.

17.1.2 Once a Car has been selected to be weighed, the Team and the Car 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 may be weighed with the Driver on-board.

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.

### **D17.2**

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).

### **D17.3**

Judges of Fact will be appointed for the operation and results of the weigh scales used in Pit Lane.

### **D17.4**

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.

### **D17.5**

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.

## D18 TYRES

### D18.1 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 (H).
  - 18.1.6.2 Soft compound (S).
  - 18.1.6.3 Wet weather compound (W).
  - 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 S&TD.
    - 18.1.6.4.3 marked for use on a specific Car at the Meeting by the S&TD.
- 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 weather 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 S&TD.
- 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 (H) or (S) 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.
- 18.1.13 The minimum tyre pressure permitted of a tyre when fitted to a Car is 17psi which must be achieved at any time the Car is on the Race Track during any session ~~tyre is subject to a pressure check (“checked”) by an Official, subject to D18.1.17.~~
- 18.1.13.1 The wet weather tyre is not subject to that required in Rule D18.1.13.
- 18.1.14 The tyre pressure as required in D18.1.13 will be as recorded or viewed by the bf1 tyre pressure monitoring system (TPMS). ~~All tyre pressure gauges used for testing by V8 Supercars will be calibrated to the master pressure gauge as used by the control tyre supplier (“Dunlop”).~~
- 18.1.14.1 All meeting allocated tyres must have a bf1 systems tyre pressure sensor fitted to the control wheel. ~~The master gauge is available for all Teams to calibrate their own measuring device.~~

18.1.14.2 The TPMS limit per Car is 40 sensors.

18.1.14.3 The Ambient Pressure Category TPMS value to be used in the M190 ECU, will be published prior to each event.

18.1.15 Rules D18.1.13 and D18.1.14 do not apply to DVS.

~~In order to check compliance with D18.1.13 any tyre marked for the Meeting and fitted to a control wheel may be randomly selected to be checked by the S&TD and/or any assistant as nominated in accordance with A10.3.4.~~

~~18.1.15.1 Once a tyre has been selected to be checked, the Team must nominate a representative who must permit access to the tyre without delay and who may not leave the checking area without the prior consent of the Officials. Under the direction of the Official the representative must check the tyre pressure using the gauge provided by V8 Supercars.~~

~~18.1.15.2 No one other than Officials and the nominated representative may involve themselves in the process and no intervention of any kind is allowed unless authorised by the Officials.~~

~~18.1.15.3 No air, gas or other substance may be added to and/or removed from a tyre after it has been selected for checking, and/or during the checking procedure until the checking of that tyre is complete.~~

~~18.1.16 Failure to comply with the directions of Officials to check the pressure of a tyre when instructed will be considered to be a breach of these Rules.~~

~~18.1.17 Checking will not occur earlier than 30 minutes before the scheduled commencement of the first VCS session of any day.~~

~~18.1.18 After the sounding of the warning as detailed in Rule D9.1.2 (or D9.2.1 where DVS start procedure is used), and until the commencement of the race, it is not permitted to add and/or remove pressure to the tyres that are on the Car, nor for any spare tyres that are on the grid. Teams request permission from the S&TD to check the pressure of a tyre until the sounding of the warning as detailed in D9.1.3 (or D9.2.2 where DVS start procedure is used). If permission is granted, the Team cannot commence the check until an Official is present to observe, and during their check it is not permitted for pressure to be added and/or removed from the tyre.~~

~~18.1.19 In the case of D10.1.7.2 being in effect it is not permitted to add and/or remove pressure to the tyres that are on the Car, nor for any spare tyres that are on the grid. Teams may request permission from the S&TD to check the pressure of a tyre until the sounding of the first warning as detailed in D10.2.1. If permission is granted, the Team cannot commence the check until an Official is present to observe, and during their check it is not permitted for pressure to be added and/or removed from the tyre.~~

~~18.1.20 For any Car starting the race from pit exit it is not permitted to check the tyre pressure and/or add and/or remove pressure, except if by an Official or with the express permission of the S&TD after the sounding of the warning as detailed in D9.1.2 (or D9.2.1 where DVS start procedure is used).~~

~~18.1.21 Teams must create an area ("designated area") in the front 50% of the Teams garage for each Car, which must be clearly marked with tape, and must be large enough to fit no less than 4 tyres. This area may consist of 2 parts and may contain the tyres of either or both Cars of a Team. Tyres are the only items permitted in this designated area and any exceptions require approval of the S&TD.~~

~~18.1.22 Teams must have the tyres that will be put on its Car during its next pit stop in the designated area no more than 15 minutes after the commencement of a race, and no more than 15 minutes after the Car exits the Pit Lane after completing a pit stop. Following a pit stop, all tyres may be removed from the designated area, however,~~

~~any tyres intended for the next pit stop of a Car must be placed in the designated area within the 15 minutes limit detailed above. At the time the tyres are placed in the designated area each tyre must have a valve cap fitted to the valve.~~

~~18.1.22.1 Teams may place up to 12 tyres per Car within the designated area at any time, and, once tyres have been positioned within the designated area it is not permitted to check tyre pressures and/or add and/or remove pressure, except if by an Official or with the express permission of the S&TD. The S&TD, at his sole discretion, may also advise via RMC that Teams are permitted to check their tyres within the designated area. Such discretion may be applied in the case of a significant change in the ambient temperature.~~

~~18.1.22.2 In the case of D10.2, Teams must have tyres that will be put on its Car during its next pit stop in the designated area no more than 15 minutes after the sounding of the warning as identified in D10.2.3.~~

~~18.1.22.3 For the avoidance of doubt, once a tyre is placed in the designated area the pressure cannot be checked and/or adjusted at any time prior to the Car leaving its Pit Bay at the end of its pit stop; including in the Pit Bay, or when being placed on the Car.~~

~~18.1.23 At his sole discretion the S&TD may prohibit Teams from that otherwise permitted in D14.5.2.1, in which case an announcement would be made on RMC.~~

## **D18.2 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 S&TD. 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 S&TD to Teams following the completion of the tyre allocation process.
- 18.2.3 At each Meeting, control tyres will be marked/coded by the S&TD 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 S&TD.

## **D18.3 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.

## **D18.4 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 S&TD'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 S&TD to replace the control tyres.
- 18.4.3 If any replacement control tyre is permitted to be used, the Car to which permission has been granted may be required to start from the rear of the grid in the subsequent race.

## **D18.5 Wet Weather Tyres**

- 18.5.1 The maximum number of wet weather control tyres that may be purchased at any Meeting is the number of wet weather tyres permitted to be used as defined in Table D18.6.7 for VCS and Table D18.6.8 for DVS.
- 18.5.2 Wet weather control tyres will be of moulded construction. Further cutting or modifications at any time are prohibited.
- 18.5.3 Wet weather control tyres may be ordered through Dunlop 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 D18.5.3 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.
- 18.5.6 A Car can only use wet weather tyres in a session, once that session has been declared wet by the Race Director.

## **D18.6 Tyre Allocation and Usage**

- 18.6.1 Unless otherwise provided in Supplementary/Further Supplementary Regulations, the tables in this Rule set out the maximum number of control tyres for the Meeting.
- 18.6.2 In addition to a Teams' Test tyre allocation and those listed in the Table D18.6.7 all VCS Cars are permitted one set of four (4) pre marked hard compound tyres for the Championship year for the sole purpose of warming up a Car only at a Meeting, including qualifying. These tyres must be used as a set of four (4).
- 18.6.3 Unless otherwise permitted in these Rules, or provided in the Supplementary/Further Supplementary Regulations, the columns headed "Pre-Marked" indicate the maximum number of pre-marked tyres (including Test tyres) that are permitted; and they may only be used for practice, warm-up sessions and Meeting Rides.
- 18.6.4 It is not permitted to use different compounds on the Car at the same time.
- 18.6.5 All tyres other than travel tyres used at the fly away Meetings will be stripped by Dunlop and may be returned to Australia by sea freight for inclusion in Teams' tyre banks.
- 18.6.6 Unless otherwise detailed in the Supplementary/Further Supplementary Regulations, soft tyres allocated for the Meeting are only permitted for, and must be used in Sunday races, with the exception of the Townsville and Gold Coast Meetings, where a maximum of one (1) new set of soft tyres are only permitted for, and must be used in each race. A previously used set of soft tyres is not permitted to be used in these races.
- 18.6.6.1 If the Car uses a wet weather tyre at any time during the above mentioned races, D18.6.6 is no longer applicable for that Car, for that race.
- 18.6.6.2 For the duration of a Meeting, once a Meeting allocated soft tyre is fitted to a rim, it must not be removed from the rim unless approved by the S&TD.
- 18.6.7 TABLE 1 – VCS tyres:
- 18.6.7.1 Cars will be required to be transported to and from all fly away Meetings on wheels fitted with four (4) tyres which must be usable wet weather control tyres.
- 18.6.7.2 One set of four (4) hard compound Meeting allocated tyres must be returned to Dunlop after the completion of Friday practice and before the



Saturday practice session at SuperSprint Meetings and Townsville. These will be returned to Teams at the conclusion of the Meeting.

18.6.7.3 Tyres allocated for the 2015 V8 Supercars Challenge, held at the Albert Park Grand Prix Circuit from 12 to 15 March 2015, are not permitted to be used for any Meeting in the 2015 Championship.

Meeting	Pre-Marked		Meeting allocation		
	Additional Driver	All Drivers	Hard	Soft	Wet
Adelaide	0	8H	20	0	16
Australian Grand Prix	0	8H	12	0	12
Symmons Plains	4 S and/or H	12 S and/or H	12	4	12
Barbagallo	4 S and/or H	12 S and/or H	12	4	12
Winton	4 S and/or H	12 S and/or H	<del>12</del> 16	4	12
Hidden Valley	4 S and/or H	<del>12</del> 16 S and/or H	12	<del>4</del> 8	12
Townsville	0	8 S and/or H	<del>12</del> 16	8	12
Ipswich	4 S and/or H	<del>12</del> 16 S and/or H	12	<del>4</del> 8	12
Sydney Motorsport Park	4 S and/or H	<del>12</del> 16 S and/or H	12	<del>4</del> 8	12
Sandown	0	16H	28	0	20
Bathurst	0	16H	36	0	24
Surfers Paradise	0	16 S and/or H	16	8	20
Pukekohe	0	0	<del>16</del> 20	<del>4</del> 8	12
Phillip Island	4H	12H	<del>16</del> 20	0	12
Sydney	0	8H	20	0	12

## DVS TYRES

18.6.8 TABLE 2 – DVS tyres:

Meeting	Pre-marked practice	New hard	Wet weather
Adelaide	8	8	8
Barbagallo	8	8	8
Winton	8	8	8
Townsville	8	8	8
Ipswich	8	8	8
Bathurst	8	8	8
Sydney	8	8	8

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

18.6.8.1.1 Further to D18.6.8.1, each entry is permitted to nominate two pre-marked tyres, marked for use at the Meeting, for the purpose of replacing a damaged tyre for a race or an unusable rim during a race.

18.6.8.1.2 Any entry that wishes to use a nominated tyre as detailed in D18.6.8.1.1, must submit the barcodes from the two pre-marked

tyres they wish to nominate to the DOM by the Driver's Briefing at the Meeting, via the form in Division "F".

18.6.8.1.3 It will be at the sole discretion of the S&TD if the replacement tyre may be used.

18.6.8.2 It is not permitted to use different compounds on the Car at the same time.

### **D18.7 Transfer and Disposal of Tyres**

18.7.1 Where a Team is disposing of tyres, they must be returned to Dunlop at a Meeting, except where approved by the S&TD.

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 or DVS entry, Transfer to the Transferee such control tyres allocated to the Car as detailed in item 5 of the Transfer Form (Rule E4.1.1).

18.7.2.1 Where a VCS Team or Group has a DSE, that Team or Group has the same right to Transfer tyres as detailed in D18.7.2.

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 If a REC is sold or transferred to another Team, the tyre bank associated with that REC is required to be transferred to the new Car associated with the REC.

18.7.4.1 If a REC is sold or undergoes a change of control to a different Team which does not include a sale of the Car/s, the Team that was in control of the REC prior to the sale or change of control will be entitled to retain a maximum of four (4) control tyres allocated to that Car, however if they don't execute a new REC or become a party to a REC within a period of 3 months from the date of sale or change of control in the REC, then the Team must return those four (4) control tyres to Dunlop.

18.7.5 If a REC is returned to V8 Supercars, the tyre bank associated with that REC is required to be returned to Dunlop.

### **D18.8 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. Tyres cannot be transferred from a VCS Team to a DVS Team or vice versa.

18.8.3 For the purpose of Rule D18.8.2, Teams will be recognised as those nominated for the Teams Championship in Rule D15.5.

### **D18.9 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 hard or soft 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 eight (8) new hard tyres, per Car, through V8 Supercars only for the purpose of

testing at a Test day, and/or practice at a Meeting.

- 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, subject to final approval of V8 Supercars, 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 Meeting allocated control tyres must be received by the V8 Supercars CFO no later than 7 days prior to the commencement of the Team's first Meeting to which the Entry Form relates.

- 18.9.2.3 Any Team failing to meet the deadline contained in Rule D18.9.2.2 will not be supplied with any Meeting allocated control tyres for the relevant Meeting.

- 18.9.2.4 For any consecutive Meeting that an Automatic Entry (as specified in Schedule A6 Rule 1.1) competes after that in D18.9.2.2 the tyres allocated for the Meeting will be free of charge.

- 18.9.2.5 Where an Automatic Entry does not compete in consecutive Meetings after that in D18.9.2.2 they will be required to comply with the payment terms of D18.9.2.2 at their next Meeting.

- 18.9.2.6 Each DVS Team who has paid the first installment of the entry registration fee, will be permitted to purchase a maximum of thirty six (36) new control tyres, per Car, through V8 Supercars.

18.9.2.6.1 Twenty eight (28) of the Test tyres are permitted to be used at the DVS Teams' Test days and/or in practice at a DVS Meeting.

18.9.2.6.2 Eight (8) of the Test tyres are for use on a DVS Test day only.

18.9.2.6.3 Only four (4) pre-marked tyres are permitted to be new at each round.

- 18.9.2.7 Round by round entries will be permitted to purchase four (4) new control tyres, per Car, through V8 Supercars only for the purpose of testing at a Test day or practice at a Meeting, for each round entered, up to a maximum of twenty eight (28).

## **D19 Engine Change**

### **D19.1 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 S&TD. 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 S&TD. 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 S&TD, the replacement engine must be marked and recorded by the S&TD prior to its use. It is the responsibility of each Competitor to ensure that this marking remains intact and legible at all times.

## D20 IN CAR ITEMS

### D20.1 Radios

#### 20.1.1 Frequencies

- 20.1.1.1 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 and Media Authority.
- 20.1.1.2 At the time of completing the Entry Registration Form, Competitors must provide details of all the radio frequencies to be used by their Team.
- 20.1.1.3 Any Competitor that has changed their radio frequencies from those nominated on their yearly Entry Registration Form, must notify V8 Supercars on or before the Monday preceding the Meeting at which the change applies.
- 20.1.1.4 In the case of conflicting frequencies, a Competitor may be required to make adjustments prior to being given approval to use radio equipment.
- 20.1.1.5 It will not be permitted to change any frequency, sub-tone or RAN during the Meeting without the permission of the V8 Supercars Motorsport Department.
- 20.1.1.6 V8 Supercars' radio frequency contractor will publish a list of all Team frequencies that are required to be monitored prior to each Meeting.
- 20.1.1.7 For VCS Teams, all pit to Car and Car to pit communication must be via the digital frequency and RAN as supplied by the V8 Supercars radio frequency contractor.
- 20.1.1.7.1 At all times the Car to pit and pit to Car communication must have a unit identification address as supplied by the V8 Supercars' radio frequency contractor, broadcast.
- 20.1.1.8 Teams are permitted to use digital or analogue radio frequencies for all other than pit to Car and Car to pit communication.
- 20.1.1.9 Teams are not permitted to communicate with a Driver using any other frequencies or electronic means other than the published frequencies detailed in D20.1.1.6.
- 20.1.1.10 As part of compliance with Rule E2.4, 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. "Listening access" includes, but is not limited to, speaking only in the English language.
- 20.1.1.11 For DVS Teams, pit to Car and Car to pit communication may be via digital or analogue frequencies.
- 20.1.1.12 Teams must provide their telemetry radio modem network frequencies and any associated addressing and channel hopping patterns to the V8 Supercars radio frequency contractor on or before the Monday preceding the Meeting. It will not be permitted to change any telemetry frequencies during the Meeting without permission of V8 Supercars.
- 20.1.1.13 No Competitor shall be permitted to possess, own or operate any radio equipment of any kind at an event venue that is or may be capable of transmitting on any frequency whatsoever other than those allocated to the Competitor by V8 Supercars for that event.

## **D20.2 Cameras**

20.2.1 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 B3.2 are permitted without prior written approval of the S&TD. This includes any camera mounted to the Car and/or the body or helmet of the Driver or a passenger in Meeting rides.

## **D20.3 Tools**

20.3.1 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.

## **D20.4 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 the following position:

20.4.3.1 For DVS (DVS Datum)  
X +1030 mm (+/- 5mm)  
Y – 570 mm (+/- 5mm)

20.4.3.2 For VCS (V8SC Datum)  
X +1055 mm (+/- 5mm)  
Y – 570 mm (+/- 5mm)

20.4.3.3 To the centre of the transmitter and on the underside floor.

20.4.3.4 In the orientation as stipulated by the S&TD.

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.



**D21 Communication to Teams**

- 21.1 In addition to any of the signals indicated in Schedule D3, the RD 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; and/or
  - 21.1.4 The timing screen.
- 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 options will be advised via email prior to the commencement of the Championship, and the RMC specific to each Meeting will be advised in the respective Supplementary Regulations, Further Supplementary Regulations or a Bulletin.

## **D22 APPAREL REQUIREMENTS**

### **D22.1 Helmets and FHR device**

- 22.1.1 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 (FIA 8858) or FIA Technical List 33 (FIA 8860) and a correctly attached FHR device as listed in FIA Technical List No. 29.
- 22.1.2 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.
- 22.1.3 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.

### **D22.2 Apparel – General Requirements for Drivers**

- 22.2.1 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 Standard.
- 22.2.2 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.
- 22.2.3 It is permitted to use a Driver cooling system with underwear designed for that purpose and homologated to the FIA 8856-2000 Standard. Alternately a cooling garment which is approved to the SFI 3.3 Standard may be used but in this case the garment must be worn in conjunction with and over FIA homologated undergarment.
- 22.2.4 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.

### **D22.3 Apparel – General Requirements for Pit Crew**

- 22.3.1 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 D22.3.5 does not apply.
- 22.3.2 During any other practice, qualifying, warm-up or Meeting rides session where Rule D22.3.5 does not apply, Team members may wear shorts in Pit Lane unless otherwise advised in the Supplementary or Further Regulations.
- 22.3.3 Apparel made from synthetic materials (except nomex or similar flame retardant materials) should not be worn by people working on Cars.
- 22.3.4 In addition to complying with Rule D22.3.1, on race days all pit crew must be neatly attired; promoters are authorised to refuse entry to the pit area of people unsuitably dressed.
- 22.3.5 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 D22.3.6 and D12.8.1.

22.3.5.1 Any personnel as permitted under Rule D12.5.1 and D12.5.2 are not required to comply with D22.3.5 above, provided their movement is directly to and/or from the signalling wall; and at such time they do move to and/or from the signalling wall, that their Car is not in Pit Lane.

#### 22.3.6 Specified Apparel

22.3.6.1 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.

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

22.3.6.3 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.

### **D22.4 Apparel – General Requirements for Passengers during Rides**

22.4.1 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, SA 2005, SA 2010/FIA Standard 88582002 or 88582010 and be listed on FIA Technical List 41.
  - 2) 88602010 (which needn't be listed on FIA Technical List 41).
  - 3) SFI Foundation Inc, SFI Spec 31.1A or 31.2A.
  - 4) 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.

### **D22.5 Apparel – Enforcement**

22.5.1 Where apparel, not complying with the requirements of this Rule D22, 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 S&TD 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 23 MARKINGS ON CARS**

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

### **D23.1 Windscreen Numbers**

- 23.1.1 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.
- 23.1.2 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.
- 23.1.3 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.

### **D23.2 VCS and DVS Series Identification**

- 23.2.1 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.
- 23.2.2 A space, in close proximity to the side mirrors, 500mm wide and 120mm high located immediately below the front door window on each side of the Car is required for the event sponsor.
- 23.2.3 A space 200mm wide and 140mm high positioned behind the front wheel on the door on each side of the Car is required for the series sponsor.

### **D23.3 Series' Identification Decals**

- 23.3.1 V8 Supercars will supply Competitors with the relevant series' decals.
- 23.3.2 Prior to 23<sup>rd</sup> January 2015, 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 2015.
- 23.3.3 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.

### **D23.4 Competition Numbers**

- 23.4.1 At all times while participating in any V8 Supercars approved activity Cars must have Competition numbers affixed.
- 23.4.2 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.
- 23.4.3 The numerals must be:
  - 23.4.3.1 210mm in height; and
  - 23.4.3.2 printed in Helvetica Bold Condensed; and
  - 23.4.3.3 'day-Glo yellow' in colour; and
  - 23.4.3.4 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



23.4.3.5 centrally located within the “indicative box” displayed in Schedule D6.

### **D23.5 Other signage**

- 23.5.1 Signage on windows must conform to the requirements set out in Schedule D6 of these Rules.
- 23.5.2 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.
- 23.5.3 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 text as set out in Schedule D6.
- 23.5.4 For VCS Endurance Events, or where a co-Driver is permitted for DVS, 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 text as set out in Schedule D6.

### **D23.6 Variation**

- 23.6.1 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.

### **D23.7 V8 Supercars Transporter Identification**

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

## D24 PERSONNEL LIMITS

Teams entered in the 2015 VCS are permitted to have a maximum 7 performance related personnel per Car attend all Meetings as listed in Schedule A1, except Enduro Cup Meetings.

**24.1** Teams are permitted to share personnel within their Team or with other VCS Teams.

**24.2** Contractors and 3<sup>rd</sup> party suppliers will be required to be listed in the 7 only if they contribute to the performance of the Car.

24.2.1 A 3<sup>rd</sup> party contractor may be excluded from the list if they supply services to the entire VCS field, or on application and approval of V8 Supercars.

**24.3** 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.

24.3.1 V8 Supercars, at its sole discretion, reserves the right to determine any Team personnel as being performance related in compliance with Rule D24.

**24.4** 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.

**24.5** 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.

**24.6** A single car Team will be permitted one (1) additional performance related person to attend all Meetings.

Must be included in the 7	Not included in the 7
Team Manager	Team Principal/Owners
Mechanic	Drivers
Engineer	PR, Marketing and promotional personnel
Tyre Technician	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

**24.7** For all Meetings, except Enduro Cup Meetings, a list of the performance personnel including the Team Principal for each Car must be provided to V8 Supercars prior to the event using the Personnel List Form/s as provided in Division “F” of these Rules. A copy of this list must also be displayed at the rear of the Team’s garage where it can be clearly seen from behind the garage. Teams that operate together as a 2 Car Team must use the 2 Car Team form as provided in Division “F”.



## D25 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.

- 25.1 It is not permitted for any Team, sponsor, entity or related entity, including a manufacturer or their representative to impose or seek to impose Team orders, on the Team or Teams involved. Any Team order will be immediately referred to the IO.

## D26 ITEMS NOT PERMITTED AT A MEETING

- 26.1 The use of a Chassis dynamometer by a Competitor or on a Competitor's Car at a Meeting or during a Meeting is prohibited.

## D27 EVENT LOGISTICS

### D27.1 Equipment Limit

- 27.1.1 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.
- 27.1.2 Freight in excess of that permitted is strictly prohibited.
- 27.1.3 All Teams are permitted to take the following items per Car:
- 27.1.3.1 1 x Complete V8 Supercar including 4 wheels and 4 usable wet weather tyres.
  - 27.1.3.2 1 x V8 Supercars engine (in addition to the 1 mounted in the Car).
  - 27.1.3.3 1 x Gearbox (in addition to the 1 mounted in the Car).
  - 27.1.3.4 24 x Wheels (in addition to the 4 mounted on the Car).
  - 27.1.3.5 1 x Pit boom
  - 27.1.3.6 2 x Front bumper bars (in addition to the Car mounted bumper bar).
  - 27.1.3.7 1 x Rear bumper bar (in addition to the Car mounted bumper bar).
  - 27.1.3.8 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 AOM which will only be granted in exceptional circumstances.
  - 27.1.3.9 The items listed in D27.1.3.1 to D27.1.3.7 above, do not have to be transported inside each Team's air freight container as described in D27.1.3.8.
- 27.1.4 The following weight limits will apply to the air freight container as described in D27.1.3.8 above:
- 27.1.4.1 Full height air freight containers: 3500kg
  - 27.1.4.2 Half height air freight containers: 1750kg
  - 27.1.4.3 Flat pallet air freight containers: 1750kg
- 27.1.5 In addition to the freight limits detailed above, Teams may be allocated space in communal sea freight containers sent by V8 Supercars.

## **D28 GARAGES TO BE OPEN AND CARS NOT TO BE COVERED**

- 28.1 At all times during event hours at a Meeting, unless with the approval of the AOM, Teams must keep all 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 the rear of the garage through to Pit Lane by more than 25 percent of the available garage width and to a height of greater than 1.5 metres are strictly prohibited.
- 28.2 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.
- 28.3 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.
- 28.3.1 In addition to the above, the following are specifically not permitted:
- 28.3.1.1 engine, gearbox or radiator covers whilst engines are being changed or moved around the garage;
  - 28.3.1.2 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.
- 28.3.2 It will be permitted to place covers over damaged Cars which have been withdrawn from the Meeting.
- 28.3.3 It will be permitted to fit and remove windscreen shades from Cars when the Cars are in Pit Lane or on the grid.
- 28.4 Event hours will be advised in Supplementary/Further Supplementary Regulations for each Meeting.

## **D29 FUEL AND REFUELLING**

### **D29.1 General**

#### **D29.1.1 Health Warning**

- 29.1.1.1 Participants are reminded that fuels, oils, lubricants and coolants are highly specialised substances.
- 29.1.1.2 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.
- 29.1.1.3 Some of the contents of these fuels, oils and lubricants are suspected of having the potential to cause cancer in some instances.
- 29.1.1.4 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

#### **D29.1.2 Specified Fuel**

For the duration of a Meeting:

- 29.1.2.1 Cars must use only the specified (but unbranded) control fuel approved by V8 Supercars;
- 29.1.2.2 No other substance of any type may be added to the specified fuel; and
- 29.1.2.3 The specified fuel will be available for purchase at all Meetings.

#### **D29.1.3 Sampling**

- 29.1.3.1 At any time during any Meeting, Officials may take fuel samples from Cars and/or containers that may be compared with a control sample.
- 29.1.3.2 Any discrepancy between the samples taken and the control sample will result in the matter being referred to the Stewards.
- 29.1.3.3 Series fuel, a specification analysis, and details of distribution, will be available on request from the S&TD.

#### **D29.1.4 Fuel System Capacity – Checking Procedure**

- 29.1.4.1 The S&TD may require that the fuel system capacity of a Car be checked for compliance with the Rules.
- 29.1.4.2 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.

#### **D29.1.5 Refuelling**

- 29.1.5.1 Where permitted, refuelling must be carried out in accordance with all applicable Rules.
- 29.1.5.2 Of the numbers of people referred to in Rule D12.2, 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.
  - 29.1.5.2.1 For the purposes of D29.1.5.2 above, the fire extinguisher operator will not be considered performance related (D24) during a pit stop.
- 29.1.5.3 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 D12.2, but must not undertake any work on a Car at any pit stop.

- 29.1.5.4 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.
- 29.1.5.5 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.
- 29.1.5.6. 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.

#### D29.1.6 All Other Refuelling

All refueling other than that carried out during a session or a race must be carried out in the Pit Garage or the paddock area and must conform to the following requirements:

- 29.1.6.1 always with the Car's engine switched off; and
- 29.1.6.2 with a fire attendant present; and
- 29.1.6.3 any draining or refueling procedure, the Car and all vessels where fuel is being transferred must be earthed to a suitable earth point; and
- 29.1.6.4 any draining or refueling procedure must be carried out using screw on or "dry break" type fittings independent of the FIA refueling fitting on the Car; and
- 29.1.6.5 all personnel handling fuel discharge themselves of static electricity prior to participating in any refueling or fuel transferring procedures; and
- 29.1.6.6 mobile phones must be switched off in the immediate vicinity of the draining or refuelling procedure; and
- 29.1.6.7 any device and substance, which changes the temperature of the fuel from the ambient air temperature, is prohibited. All fuel being placed in the Car must be done so at ambient temperature.

### D29.2 Safety

#### 29.2.1 Storage and Handling of Fuel in a Partially Enclosed Environment

- 29.2.1.1 Teams must comply at all times with the requirements of the storage and handling of fuel in a partially closed environment auditing/check sheet. (Division F) and/or their own workplace health and safety guidelines.

#### 29.2.2 Provision of Extinguishers

- 29.2.2.1 Teams must provide at least 2 x 9kg dry chemical fire extinguishers, in working order, for each of their Competing Cars.

#### 29.2.3 Fuel Storage - Areas

All areas in which fuel is being stored must be:

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

#### 29.2.4 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.

#### 29.2.5 Attendants

##### 29.2.5.1 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.

29.2.5.2 All attendants must be attired as specified in Rule D22.3.5.

29.2.5.3 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.

#### 29.2.6 Operation – Refuelling Towers

29.2.6.1 The location of refuelling towers for each Meeting will be provided to the Teams by V8 Supercars at the Team Managers Briefing.

29.2.6.2 The fire attendant must be “ready for action” during any refilling operations.

29.2.6.3 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.

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

29.2.6.5 Apparel requirements in D22.3.5 must be complied with when refilling the refuelling tower.

29.2.6.6 The 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.

#### 29.2.7 Approval of Installations and Equipment

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

#### 29.2.8 Earthing

29.2.8.1 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 a grounding connection for the duration of the on-track activities.

29.2.8.2 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.

#### 29.2.9 Vehicle Stationary

The Car must be stationary at all times during refuelling.

#### 29.2.10 Dry Break Fittings

29.2.10.1 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.

29.2.10.2 General Design of Dry Break Fittings refer to Schedule D5.

##### 29.2.10.3 Maintenance

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

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

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

### 29.3 Refuelling Tower

All towers must conform to the following:

- 29.3.1 The only refuelling tower permitted is the control refuelling tower supplied by V8 Supercars Australia and must be used in its entirety and unmodified.
- 29.3.2 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.
- 29.3.3 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.
- 29.3.4 The emergency cut-off valve attendant (“deadman’s handle attendant”) must only hold the valve open for the duration of a refuelling operation.
- 29.3.5 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.
- 29.3.6 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 complete flexible part of the delivery hose must be at least 3.5m in length this will not include any adaptor fitted to the FIA Fitting and have an ID no greater than 50mm (2 inch). A clear section with a minimum length of 150mm fitted as designated in Figure 1 Schedule D5 must be added by means of a joiner in the delivery hose.
- 29.3.7 A single vent hose, which must be of a flexible rubber or a fuel resistant reinforced plastic material must be used to direct the expelled fumes from the Car to the refuelling tower and must remain open at all times. The maximum length permitted for the vent hose is 4.5m. The maximum inside diameter of the vent hose is 50mm (2 inch). It is permissible to include a clear section in the vent hose by means of a joiner. The joiner may not restrict the flow of fumes for the duration of the refuelling operation.
- 29.3.8 Any joiner used in the delivery or vent hose must be a maximum of 80mm long with a maximum ID of 47mm. The inside diameter of the joiner must remain parallel along its length excepting small radius at each end is permitted.
- 29.3.9 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.
- 29.3.10 Refilling of the fuel rig can only take place by means of a dry break fitting.
- 29.3.11 The refilling of a refuelling tower is not permitted:
  - 29.3.11.1 While a Car is being refuelled from that refuelling tower.
  - 29.3.11.2 During any race where the specified single race/leg distance is less than 260km.
- 29.3.12 Any refilling operations to the main reservoir must be carried out bearing in mind State or Territory Occupational Health and Safety regulations.
- 29.3.13 Any device or substance, which changes the temperature of the fuel from the ambient air temperature, is prohibited.
- 29.3.14 The refuelling tower must not be filled above the 500mm line as marked by V8 Supercars.



## **D29.4 Use of Refuelling Towers**

- 29.4.1 Teams are only permitted to use the V8 Supercars control refuelling tower and restrictor as supplied by V8 Supercars for any refuelling in Pit Lane.
- 29.4.2 The use of refuelling towers is only permitted after the Car is in Pit Lane immediately prior to the start of and during a race. Refuelling towers will also be permitted during a warm up session.
- 29.4.3 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 Supercars fuel tank capacity checking vessel must be located within the Team's Pit Garage for the duration of this checking procedure.
- 29.4.4 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.
- 29.4.5 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.
- 29.4.6 Teams are required to use fuel drums as supplied by the fuel supplier for storing and transporting the V8 Supercars control fuel in the paddock and garage area.
- 29.4.7 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.
- 29.4.8 Teams are not permitted to place any type of cover or shield over the control refuelling tower during a race.
- 29.4.9 It is not permitted to drain the vent hose of the refuelling tower if that refuelling tower's Car is in its Pit Bay.

## **D29.5 Fuel Rig Timing**

The following items will be permitted to be attached to the V8 Supercars fuel rig:

- 29.5.1 A simple timing device is permitted provided that it 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;
- 29.5.2 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;
- 29.5.3 A warning light affixed to the boom to alert the crew when the fuel nozzle is connected to the Car.

## **D30 BRAKE CHANGES**

- 30.1** Unless otherwise detailed in the Supplementary/Further Supplementary Regulations, it is not permitted to change brake discs and/or pads without the permission of the S&TD from the commencement of the first V8 Supercars qualifying session on Saturday until the completion of the last V8 Supercars race on Saturday.



**SCHEDULE D1  
POINTSCORE SYSTEM DVS  
(Rule D15.4.2)**

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
<b>1 Adelaide</b>	Sat 30 minutes	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 minutes	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
<b>2 Perth</b>	Sat 30 minutes	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 30 minutes	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 30 minutes	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
<b>3 Winton</b>	Sat 30 minutes	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 30 minutes	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 30 minutes	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
<b>4 Townsville</b>	Sat 30 minutes	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 minutes	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
<b>5 Ipswich</b>	Sat 30 minutes	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 minutes	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
<b>6 Bathurst</b>	Sat 250kms	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
<b>7 Sydney</b>	Sat 30 minutes	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 minutes	150	138	129	120	111	102	96	90	84	78	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15



**SCHEDULE D2  
POINTSORE SYSTEM  
(Rule D15.4.3)  
V8 SUPERCARS CHAMPIONSHIP**

	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
Clipsal 500 races 1, 2 & 3	Sat 125km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 125km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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
Symmons Plains races 4, 5 & 6	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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
Winton races 10, 11 & 12	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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 13, 14 & 15	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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 16 & 17	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 18, 19 & 20	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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 Motorsport Park races 21, 22 & 23	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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 500 race 24	Sat 60km	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sat 60km	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Sun 500km	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
Bathurst 1000 race 25	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

Surfers Paradise races 26 & 27	Sat 300km	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 300km	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
Pukekohe races 28, 29 & 30	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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 races 31, 32 & 33	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 60km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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 34, 35 & 36	Sat 125km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	Sat 125km	75	69	64	60	55	51	48	45	42	39	36	34	33	31	30	28	27	25	24	22	21	19	18	16	15	13	12	10	9	7
	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 D3 SIGNALLING

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

### 1. SIGNALLING - GENERALLY

- 1.1 In the supervision of the Circuit, the Clerk of Course, the RD 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 RD 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. CLERK OF COURSE FLAG SIGNALS

- 2.1 **The National flag:** This flag may be used to start the race. The starting signal should be given by lowering the flag which, for standing start events, should not be raised above the head until all Cars are stationary and in no case for more than 10 seconds. 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 Rule), should be specified in the Supplementary Regulations.
- 2.2 **Red flag:** This flag should be waved at the Start Line when it has been decided to stop a practice or qualifying or warm up session or a race using other than a chequered flag. Simultaneously, each marshal post around the Circuit should also wave a red flag. When the signal to stop is given:
  - 2.2.1 during practice, qualifying or a warm up session, all Cars shall immediately reduce speed and proceed slowly back to their respective pits;
  - 2.2.2 during a race, all Cars shall immediately reduce speed and proceed slowly to the grid and follow the direction of the marshals;
  - 2.2.3 overtaking is forbidden and Drivers should remember that race and service vehicles may be on the track, the Circuit may be totally blocked because of an

accident and weather conditions may have made the Circuit un-drivable at racing speed;

2.2.4 if the race is stopped, Drivers should remember that speeding is pointless because:

2.2.4.1 the classification of the race or the order of the re-starting grid will be established from a point prior to the red flag being shown and according to the Regulations of the event;

2.2.4.2 the Pit Lane exit will be closed.

All Cars shall stop in order until informed whether the race is to be resumed or ended and given the appropriate directions by marshals according to the Regulations of the event.

The red flag may also be used by the Clerk of the Course or his nominee to close the Circuit.

**2.3 Black and white chequered flag:** This flag will be waved and signifies the end of a practice or qualifying or warm up session or a race.

**2.4 Black flag:**

2.4.1 This flag will be used to inform the Driver concerned that he must enter Pit Lane on the next approach to the pit 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 of the Meeting, and 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 40 cm in diameter (Mechanical Flag):**

2.5.1 This flag should be used to inform the Driver concerned that his Car has mechanical problems likely to endanger himself or others and means that he must stop at his pit on the next lap.

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

**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 unsportsmanlike behaviour.

These last three flags (2.4, 2.5 and 2.6) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver whose Car's number is displayed. The flag and number may be combined on a single board. These flags may also be displayed at places other than the Start Line should the Clerk of the Course deem this necessary. Normally, the decision to show the last two flags (2.5 and 2.6) rests with the Clerk of the Course; however, it may be taken by the Stewards of the Meeting, provided that this is stipulated in the Supplementary or Championship Regulations. The Team concerned will immediately be informed of the decision.

### 3. FLAG SIGNALS TO BE USED AT MARSHAL POSTS

**3.1 Red flag:**

3.1.1 This should be shown waved only on instruction from the Clerk of Course when it becomes necessary to stop a practice or qualifying or warm up session or a race by other than the chequered flag and in conformity with 2.2 above.

**3.2 Yellow flag:**

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



3.2.1.1 Single waved: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track.

3.2.1.2 Double waved: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track.

3.2.2 Yellow flags should normally be shown only at the marshal post immediately preceding the hazard. In some cases, however, the Clerk of the Course may order them to be shown at more than one marshal post preceding an incident. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

3.2.3 Yellow flags should 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 should be shown motionless to inform Drivers that there is a deterioration of grip due to oil or water on the track in the area beyond the flag.

3.3.2 This flag should be displayed, for at least (depending on the circumstances) four (4) laps unless the surface returns to normal beforehand.

3.3.3 It is not, however, necessary for the sector beyond where this flag is being shown to show a green flag.

### 3.4 Light blue flag: This should normally be waved, as an indication to a Driver that he is about to be overtaken. It has different meanings during practice, warm up and qualifying sessions and a race.

3.4.1 At all times: A stationary flag should be displayed to a Driver leaving the pits if traffic is approaching on the track.

3.4.2 During practice, warm up and qualifying: Give way to a faster Car which is about to overtake you.

3.4.3 During a race: The flag should 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 should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

### 3.6 Green flag:

3.6.1 This should be used to indicate that the track is clear: it should be waved at the marshal post immediately after the incident that necessitated the use of one or more yellow flags.

3.6.2 It may also be used, if deemed necessary by the Clerk of Course, to signal the start of a formation lap or the start of a practice, warm up 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.



**SCHEDULE D4**  
**(Rule D12.3)**  
**AIR IMPACT TOOL AND REGULATOR REGISTER**

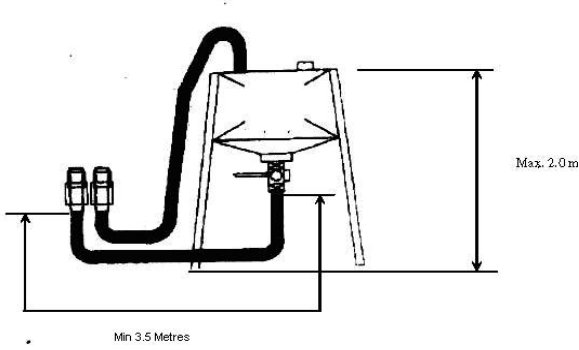
Air impact tools		Regulators	
Brand	Model	Brand	Model
Chicago Pneumatic	CP 6060 race	Aqua Lung	N/A
Dino Paoli	DP 192 DP 2000 DP 2000S	Harris	825 3500-200/600 HP 750
S.P. Air	SP 1190 SP 9447	Dino Paoli	RGPRSF1
		Gasgep Industries	820500 825003

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

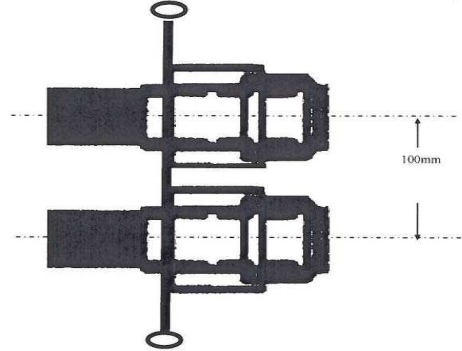
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## Schedule D5 Refuelling equipment

### Fuel Tower



### FIA Dry Break Configuration



### Standard dry break fittings (male and female)

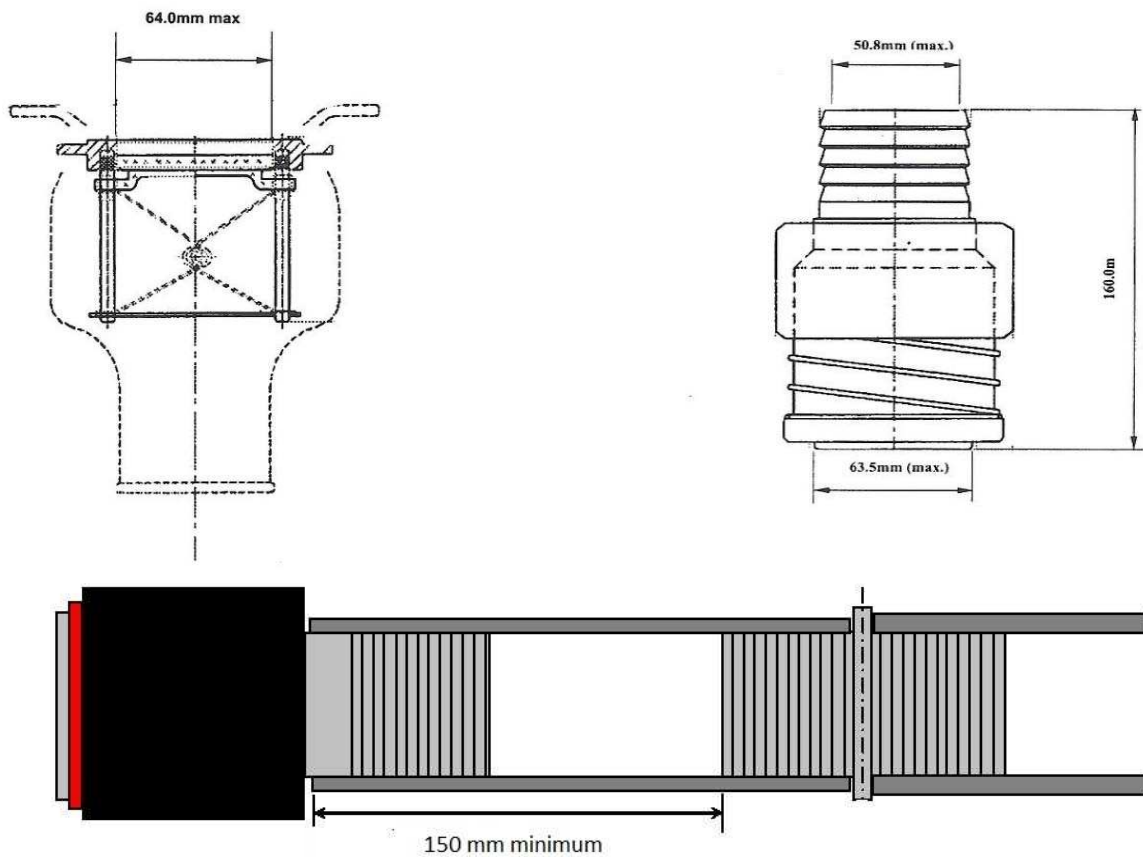
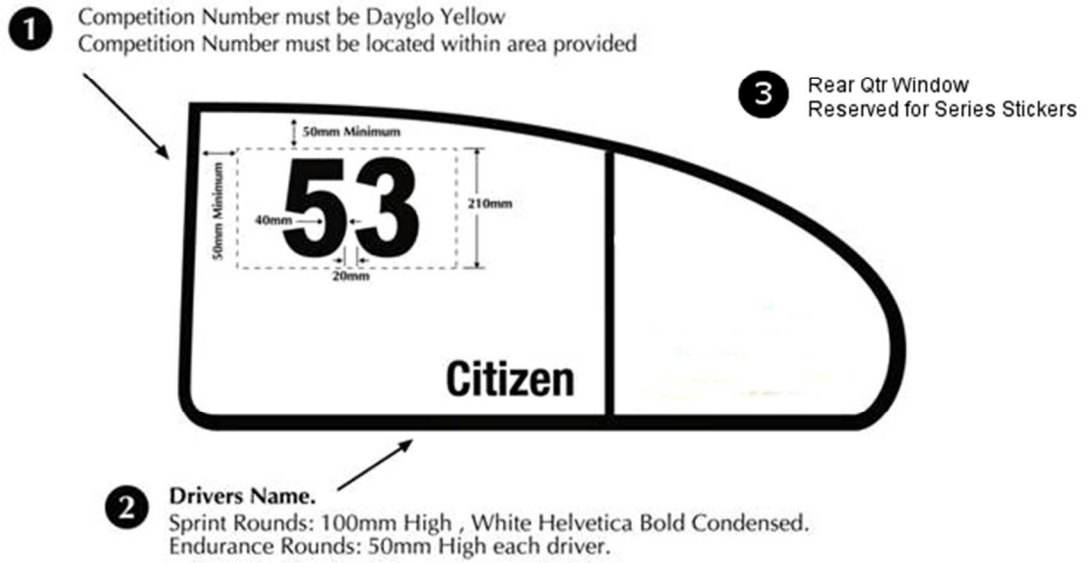


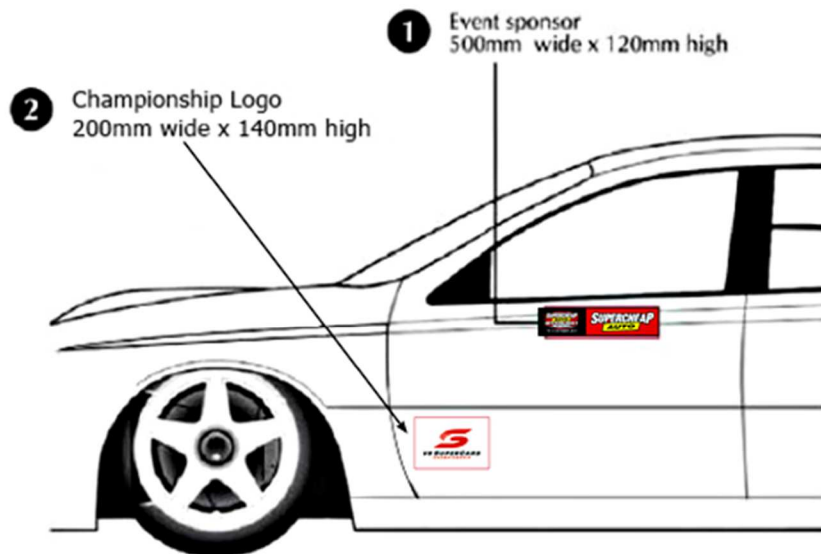
Figure 1

## SCHEDULE D6 MARKINGS ON CARS (Rule D23)

### Side Windows



### Side

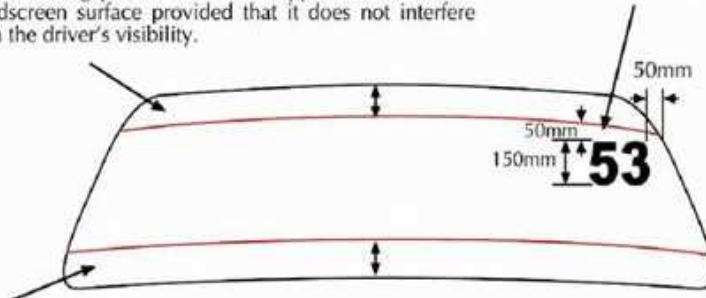


## Front Windscreen

**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**



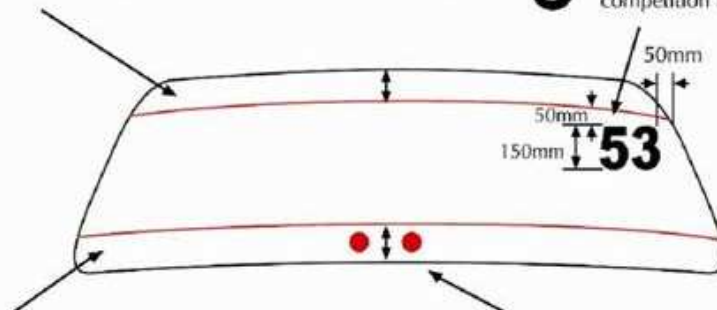
**2 No Signage to go beyond a line across the lower portion of the windscreens parallel with the base of it.**

• 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.**

• VE = 50 mm

All measurements from the base of the screen.