

SUPERCARS OPERATIONS MANUAL 2024**DIVISION “A” – ADMINISTRATION RULES
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SUPERCARS OPERATIONS MANUAL 2024**DIVISION “A” – ADMINISTRATION RULES****A1. PREAMBLE****A1.1 General**

- 1.1.1 All matters pertaining to the conduct of an Event and the operation and recognition of Supercars and the Category will be regulated by the Rules.
- 1.1.2 The Rules are subject to the general authority of the FIA and, in a case where any such provision is in conflict with any rule of the FIA, the rule of the FIA shall prevail.
- 1.1.3 In the case of any conflict between the Rules and the National Competition Rules of any ASN, the Rules will prevail.
- 1.1.4 Unless authorised by the Rules, no interpretation, modification or change to anything, referred to in the Rules is permitted.

A1.2 Automobile and Car - Technical Definitions

- 1.2.1 Participation in the Supercar Category will be limited to models of Automobiles that comply with the provisions of this Rule.
- 1.2.2 For a model of Automobile to be considered eligible for approval as a Car in the Category it must:
 - 1.2.2.1 Be based on a production Automobile; and
 - 1.2.2.2 Be commercially available; and
 - Have a minimum production volume of 1000 Automobiles worldwide including the manufacturer's accredited 'Special Vehicles' division; and
 - 1.2.2.3 Be of suitable size for the Bodywork to be adapted to the Chassis.
- 1.2.3 To be considered eligible to participate in an Event, a Car must be as homologated and approved by Supercars as detailed in the GSD, relevant VSD and ESD; and
 - 1.2.3.1 Be right hand drive; and
 - 1.2.3.2 Be rear wheel drive; and
 - 1.2.3.3 Be powered by a V8 engine.
- 1.2.4 To be considered eligible for a Dunlop Series Round, a Chassis must have been used in six (6) or more VCS Events.

A1.3 Car Build Requirements

- 1.3.1 The GMM must be advised prior to the commencement of any new Car and/or Chassis build.
- 1.3.2 The entire build of a new Car and/or Chassis must be done in Australia.
- 1.3.3 The entire build of a new Chassis must be done by an ACA.
- 1.3.4 The GMM must be advised at least two (2) weeks prior to the scheduled completion date of a new Car build. Supercars reserves the right to conduct an inspection at any time after the commencement of the build.
- 1.3.5 A Car that has not previously been issued with a Motorsport Australia log book as a Supercar must be inspected by the GMM.
 - 1.3.5.1 The inspection will take place prior to any Car being presented for scrutineering at its first Event or participation in a Supercars authorised activity.

- 1.3.5.2 The inspection will usually take place in the Team's workshop and all costs incurred by Supercars to carry out any inspections must be met by the Competitor.

A1.4 Technical Parity

- 1.4.1 The Supercar Category is a technical parity category.
- 1.4.2 The Supercar Category is underpinned by the governing principle that to the extent that it is possible, Competition will take place between the different makes and models of Cars as equalised by the technical parity mechanisms enshrined in the Rules.
- 1.4.3 The technical parity mechanisms used by Supercars include, but are not limited to:
- 1.4.3.1 Stringently applied technical specifications and homologation requirements; and
 - 1.4.3.2 Aerodynamic equalisation, and
 - 1.4.3.3 The use of Category wide Control Components and Control Specification Components.
- 1.4.4 The Category is not about equalisation of the abilities of participating Drivers and/or Teams (such equalisation could be, and is in some categories, defined as sporting parity). It is up to individual Drivers and/or Teams to Compete to the best of their abilities under the principle of technical parity.
- 1.4.5 Under the umbrella of technical parity, Supercars will use its best endeavours to ensure a level playing field for all competing makes and models of Car in the following specific areas as is reasonably possible:
- 1.4.5.1 Total Aerodynamic Downforce
 - 1.4.5.2 Aerodynamic Downforce Balance
 - 1.4.5.3 Aerodynamic Drag
 - 1.4.5.4 Centre of Gravity
 - 1.4.5.5 Engine Power
 - 1.4.5.6 Fuel Consumption
- 1.4.6 Supercars is dependent upon the input of the individual Homologation Teams and cannot be responsible for any of those Teams presenting cars and/or engines for homologation that are uncompetitive. Supercars will offer guidance to help Homologation Teams whenever reasonably possible.
- 1.4.7 The benchmarks for technical parity will always be the incumbent makes and/or models, whether regarding engine or aerodynamic performance, and never an incoming make and/or model. The onus is on the relevant Homologation Team for an incoming make and/or model of car to reach the existing benchmarks set for technical parity, and the onus is upon Supercars to ensure that these benchmarks are not exceeded.
- 1.4.8 Over and above these obligations, Supercars is obliged to enforce the Technical Rules included in the Operations Manual at all relevant times including, but not limited to, ensuring the correct use of Control Components and Control Specification Components, both of which are a vital part of the technical parity principle.
- 1.4.9 As a result of new makes/models of car being run by single teams – as opposed to multiple independent teams running the same makes/models of car in competition with one another – it is important to recognise the importance of continuing to make the distinction between technical parity and sporting parity.

A1.5 Homologation Team

- 1.5.1 Each make of Car in the Championship will be represented by an official Homologation Team at all times. The identity of each Homologation Team is decided by simple majority of the Teams in the Championship running a particular make of Car.
- 1.5.2 Each Homologation Team is responsible for all aspects of the homologation process for their particular make of Car, including the preparation of the VSD, ESD and the Manufacturer Supplied CAD.

A1.6 Technical Parity Review

- 1.6.1 The Board of Supercars, upon the recommendation of the GMM, may, at their discretion, order at any time during a Season that a parity review between all makes and models of Cars be undertaken.
 - 1.6.1.1 The results of any such parity review, following consultation with the Supercars Commission, will then be referred to the Board of Supercars by the GMM;
 - 1.6.1.2 If in the opinion of the Board of Supercars, a significant disparity exists between one or more of the makes and models of Cars competing in the VCS, it shall ask the GMM to develop a parity adjustment program that will take account of the time available to correct the identified disparity and that may, amongst other things, include the requirement to develop, test by any means and re-homologate components that will be effective in correcting the identified disparity.

A1.7 Conduct of Events

- 1.7.1 The 2024 Championship is an FIA approved restricted International Series.
- 1.7.2 The 2024 Dunlop Series is a Motorsport Australia approved National Series.
- 1.7.3 The Championship and Dunlop Series will be conducted under the provisions of the ISC including appendices, the Rules, and any applicable provision of the NCR which are not in conflict with the Rules, including the Supplementary Regulations, instructions, and any Bulletins issued for an Event.
- 1.7.4 The Championship will be listed in the 2024 FIA International Calendar.
- 1.7.5 The Event calendar for the Championship, which may be subject to change, is set out in [Schedule A1](#).
- 1.7.6 Unless otherwise stated in Supplementary Regulations, the format of each Event in the Championship is listed in [Schedule A2](#).
- 1.7.7 The Dunlop Series will be listed in the Motorsport Australia National Calendar.
- 1.7.8 The Event calendar for the Dunlop Series, which is subject to change is set out in [Schedule A3](#).
- 1.7.9 Unless otherwise stated in Supplementary Regulations, the format of each Round is listed in [Schedule A4](#).

A1.8 Commencement and Duration

- 1.8.1 The provisions of the Rules take effect on 1 January in each year and will continue unless amended by Supercars.
- 1.8.2 Upon taking effect, the Rules will supersede and replace any previous Rules or regulations, however described, relating to Supercars.
- 1.8.3 Any ruling, advice or exemption provided by any Supercars authorised personnel prior to 1 January 2024 will be superseded by the Rules.

A1.9 Application

1.9.1 The Rules apply to all Competitors, Participants and Officials.

A1.10 Variations

- 1.10.1 Subject to the terms of the TRC, Supercars reserves the right to vary or amend the Rules at any time.
- 1.10.2 Any such amendment or variation will be advised to Competitors within a reasonable time according to the circumstances. At an Event, the Stewards may decide that an amendment or variation is required for reasons of safety or Force Majeure, in which case the Stewards will issue such amendment or variation by way of a Bulletin.
- 1.10.3 Any update to the Rules will take effect from the date of the document advising of such update.

A1.11 Start and End of a Competition

- 1.11.1 A Competition is considered to have begun as from the time scheduled for the beginning of administrative checking and/or scrutineering.
- 1.11.2 A Competition shall end upon expiry of one or other of the following time limits, whichever is the later:
 - 1.11.2.1 Time limit for protests or appeals or the end of any Hearings;
 - 1.11.2.2 End of post-Competition scrutineering.

A2. DEFINITIONS & INTERPRETATION

A2.1 Definitions

ACA means Accredited Chassis Assembler.

ACM means Accredited Car Manufacturer.

AEP means Accumulated Engine Power.

Administrative Rules means the administrative rules applicable to the Championship and Dunlop Series set out as Division A to the Operations Manual.

Appellant means a Competitor, the subject of Stewards decision or Supercars or Motorsport Australia.

ASN means a club, association or federation recognised by the FIA as the holder of sporting power in a country.

Assistant Authorised Representative means the person nominated by a Team in accordance with rule [A4.2](#).

Authorised Representative means the person as defined in [Rule A4.2](#).

Automobile means a vehicle running in constant contact with the ground (or ice) on at least four non-aligned wheels, of which at least two are used for steering and at least two for propulsion; the propulsion and steering of which are constantly and entirely controlled by a Driver on board the vehicle (other terms including but not limited to car, truck and kart may be used interchangeably with Automobile, as appropriate within types of Competition).

Bodyshell means the main structure of an Automobile which constitutes the fundamental structure of the Automobile. Components such as crossmember, doors, bonnet, boot lid, and mudguards, which are readily demountable, are not deemed to be part of the Bodyshell.

Bodywork means:

- a) External: all the entirely suspended parts of the Car licked by the air stream including the underside of the floor pan; and
- b) Internal: all other parts of the Bodyshell and the doors.

Bulletin means an official document issued by the Stewards during an Event, which for the avoidance of doubt shall include Drivers Briefing Notes or any written instructions issued to Competitors that are signed or countersigned by the Stewards.

Car means a Supercar, which are those motor racing Automobiles conforming to the eligibility requirements in the Rules.

Category means that class of racing Automobile described as “Supercars” consisting of Automobiles which conform to the eligibility requirements in the Rules.

Centre Console is defined as an enclosed volume (box) which internally houses electrical componentry and wiring and on an external surface provides a mounting for Driver activated electrical controls (e.g. switches).

CEO means the Chief Executive Officer of Supercars.

Chassis means the combination of the Motorsport Australia homologated ROPS/safety structure and other necessary structure defined by Supercars to provide mounting for the Bodywork, connection for the suspension and secure location of all other components necessary to create a functioning Car.

Circuit means a closed course, including the inherent installations, beginning, and ending at the same point, built or adapted specifically for Automobile racing. A Circuit may be temporary, semi-permanent or permanent, depending on the character of its installations and its availability for Competitions.

Circuit Race means a Competition held on a closed Circuit between two or more Cars running at the same time on the same course in which speed or the distance covered in a given time is the determining factor.

Compete means to attend and fully participate in the Event.

Competition means a single motor sport activity with its own results. It may comprise (a) heat(s) and a final, free practice, qualifying practice sessions and results of one or several categories or be divided in some similar manner, but must be completed by the end of the Event.

Competitor means any person or body accepted for any Competition whatsoever, and necessarily holding a Competitor's Licence issued by their Parent ASN.

Composite Material is defined as being material formed from several distinct components, the association of which provides the whole with properties which none of the components taken separately possesses. More specifically, these are materials where a matrix material is reinforced by either a continuous or discontinuous phase. The matrix can be metallic, ceramic, polymeric or glass based.

The reinforcement can be present as long fibres (continuous reinforcement) or short fibres, whiskers and particles (discontinuous reinforcement) including but not limited to, fibreglass, E Glass, aramid fibres, polypropylene, ABS, carbon fibre threads.

Compulsory Pit Stop (CPS) is one in which a Car must stop in its Pit Bay and fulfil the CPS requirements specified in [Schedule A2](#).

Control Component means any component that is specified in the Rules for use in the VCS and/or Dunlop Series which must be obtained from a Control Component Supplier and whose use in unmodified form is mandatory in each competing Car.

Control Line means a line at the crossing of which a Car is timed.

Control Specification Component means any component that is specified in the Rules for use in the Championship and/or Dunlop Series that is identified by a specification, approved drawing or other means deemed appropriate by the GMM. A Control Specification Component must remain unmodified in any way, except where specifically permitted by and in compliance with the Rules.

Court means the Supercars National Court of Appeal.

CTM means the Category Technical Manager of the Dunlop Series as appointed by the GMM in accordance with [Rule A9.4.5](#).

Design means any information pertinent but not limited to the design, layout, material, method of construction of a Car which may be in the form of a Computer Aided Design software/Data exchange file, dimensioned drawings, schematics and sketches or written explanations.

DOM means the Dunlop Series Operations Manager.

DRD means the Deputy Race Director as described in [Rule A9.3](#).

Driver means a person driving an Automobile in a Competition and necessarily holding a Driver's Licence issued by their Parent ASN.

DSA means Driving Standards Advisor as described in [Rule A9.5](#).

DSE means a Dunlop Series Entry contract between Supercars and a Team in the Dunlop Series that provides such Team with their racing entitlements and obligations for the year.

DS2 means the series run by Supercars, currently known as the Dunlop Super2 Series, distinct from the VCS and DS3, comprising a number of Rounds over a calendar year authorised by Supercars and included in the Motorsport Australia National Calendar.

DS3 means the series run by Supercars, currently known as Dunlop Super3 Series, distinct from the VCS and DS2, comprising a number of Rounds over a calendar year authorised by Supercars and included in the Motorsport Australia National Calendar.

Dunlop Series means when DS2 and DS3 are combined for the purposes of but not limited to Rules, Sessions, Awards, Event Program and Supplementary Regulations. For the avoidance of doubt, “Series” shall have the same meaning.

Endurance Event means an Event advised in [Schedule A1](#) as an Endurance Event.

Engine Capacity means the total volume swept by the upward and downward movement of the pistons in the cylinders of an engine. Engine Capacity will be expressed in cubic centimetres. For all calculations relating to the Engine Capacity of an engine, the symbol π will be regarded as having a value of 3.1416.

Engine Control Unit (ECU) means the electronic unit that controls the spark and fuel settings of an engine.

Entry Form means a contract between a Competitor and Supercars which compels the Competitor to take part in a Round in which the Competitor has accepted to Compete except in the case of duly established Force Majeure.

Entry Registration Form means the contract between a Competitor and Supercars which lists the Events in a Season in which a Competitor commits to Compete subject to the obligations of the TRC or the DSE.

EPWA means Engine Power Weighted Average.

ESD means the engine specification document which contains the list of specified engine components. The components listed must be used as part of the engine assembly of a Car.

Event An Event is made up of one or several Competitions.

Ferrous Material means a material containing at least 80% of pure iron by weight.

FHR means Frontal Head Restraint.

FIA means the Federation Internationale de l' Automobile.

Finish Line means the final Control Line, with or without timing.

GMM means General Manager of Motorsport as described in [Rule A9.4](#).

Group means and includes any arrangement by which one or more Teams from the VCS are combined with one or more Teams into a multi-Car Group in accordance with [Schedule A6](#).

GSD means the general specification document containing all of the technical requirements for a Car not detailed in the ESD and/or VSD.

Hearing means a proceeding conducted by the Stewards in accordance with the Rules.

Homologation Period means the period of time as determined by the GMM during which the homologation process including the preparation of the VSD, ESD and the Manufacturer Supplied CAD for a particular make and model of Car is being undertaken by a Homologation Team.

Homologation Team means a Team accepted by Supercars in accordance with the provisions of the TRC.

ID means inside diameter.

Incident means any occurrence or series of occurrences involving one (1) or more Drivers or Cars, which is reported to the Stewards by the RD or DRD or noted by the Stewards and subsequently investigated, which may have:

- a) Caused the stopping of any on-Track activity; and/or
- b) Caused another Car to leave the Race Track; and/or
- c) Caused a collision; and/or

- d) Illegitimately prevented a legitimate overtaking manoeuvre by a Driver; and/or
- e) Illegitimately impeded another Driver during overtaking; and/or
- f) Constituted a breach of the Rules.

Investigation means an inquiry into an Incident and/or the circumstances surrounding a possible breach of the Rules conducted by the RD or DRD in accordance with Rule B1 and/or by the Stewards.

ISC means the International Sporting Code of the FIA.

Judges of Fact means a person appointed in accordance with [Rule A9.6](#).

Judicial Rules means the judicial rules applicable to the Championship and Dunlop Series set out as Division B to the Operations Manual.

Manufacturer Supplied CAD means the set of 2D/3D drawings supplied by the Homologation Team for approval by Supercars.

MM means the Supercars Media Manager or their designated representative.

MOM means the Supercars Motorsport Operations Manager, or their designated representative.

Motorsport Australia means the Confederation of Australian Motor Sport Ltd trading as Motorsport Australia.

NCR means the National Competition Rules of Motorsport Australia

OD means outside diameter.

Offender means a person who has breached the Rules and "Offence" shall have a corresponding meaning.

Official means any Official appointed by Supercars or any Official appointed by the organisers of the Event.

Operations Manual mean all the provisions of the Operations Manual, including the Administrative Rules, Judicial Rules, Sporting Rules and Technical Rules, together with all schedules and appendices, including but not limited to the GSD, VSD and ESD.

Operations Rules means the operations rules applicable to the Championship and Dunlop Series set out as Division E to the Operations Manual.

Parc Fermé means the location where the Competitor is obliged to bring their Car as foreseen by the applicable regulations.

Participant means any person having access to the Reserved Areas. This includes any body or corporation which is directly associated with a Car.

Pass Book/Licence means the document issued by an ASN to each Competitor and/or Driver to record licence details, Penalties and any other information as may be required.

Passenger Floor is defined as the area inside the cockpit on the left hand side of the transmission tunnel between the engine firewall and the passenger seat front mounting holes.

Penalty means any of the sanctions contained in Rules and Recommended Penalties or the ISC which may be applied on Participants.

Pit means that area or areas at an Event that includes but is not limited to the Pit Bay and the Pit Garage where any work, including communications of any form, is carried out by a Team.

Pit Bay means that area in the Pit Lane that is allocated by Supercars to a Team where Pit Stops during Sessions may be carried out. The Pit Bays are a part of the Pit Lane 'working lane.'

Pit Garage means the structure that is allocated by Supercars to a Team that is usually adjacent to the Pit Lane and where that Team may work and where each Car will be housed when not on the Race Track or temporarily stationary in the Pit Bay. The "front" of the Pit Garage will be the side of the Pit Garage that fronts on to the Pit Lane.

Pit Lane means all of the road in which the 40 km/h speed limit applies as indicated by the speed restriction sign at its beginning and the speed de-restriction sign at its end. The 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.

Pit Stop means any time that a Car is stopped in either its Pit Bay or Pit Garage in any Session to enable the Team to work on the Car, refuel the Car and/or to change Drivers in accordance with the Rules.

PLP means a Pit Lane drive through Penalty in which a Car is required to traverse Pit Lane and re-enter the Race Track without stopping at its Pit Bay. It shall not be the subject of Appeal.

Prescribed Line unless otherwise specified in Supplementary Regulations, means a line, whether or not marked on the surface of the Pit Lane, which extends across the entry of each Pit Garage.

Primary Driver means the Driver that a VCS Team nominates in its Entry Registration Form as the Driver of its Car at all Events and compulsory Test days and at any Season launch events. Once nominated in its Entry Registration Form, a VCS Team may only change the Primary Driver or substitute a new or replacement Driver as its Primary Driver with the prior written consent of Supercars.

Primary Driver – Dunlop Series means the Driver that a Dunlop Series Team nominates in its Entry Registration Form as the Driver of its Car at all Rounds. Once nominated in its Entry Registration Form, a Dunlop Series Team may change the Primary Driver – Dunlop Series or substitute a new or replacement Driver as its Primary Driver – Dunlop Series.

Protestor means any Competitor aggrieved by a decision, act, dispute or omission of, any Official duly appointed to the Event and against whom a protest is permitted by the Rules, or any other person alleged to have committed a breach of the Rules.

Race Track means a road specifically built or adapted to be used for Circuit Competitions excluding the Pit Lane and Pit Bays. A Race Track is defined by the outer edges of the racing surface and is the only route to be used during a Competition. For the avoidance of doubt, "Track" shall have the same meaning.

RD means the Race Director as described in [Rule A9.3](#).

Recommended Penalties means the table of Penalties issued by Supercars that contains details of the Penalties that may be applied by the Stewards and the Court in the event of a breach of Rules.

Reserved Areas means areas where a Competition is taking place. They include, but are not limited to:

- a) The Race Track;
- b) The Circuit;
- c) The Paddock;
- d) The Parc Fermé;
- e) The Pit Lane and Pit Bay;
- f) The zones that are barred to the public;
- g) The control zones;
- h) The zones that are reserved for the media;
- i) The refuelling zones.

Rolling Start means the method of starting a race when the Cars are moving in two lines in a forward direction towards the Start Line at the moment the order to start is given.

Rookie Driver means a Driver entered in their first full year of Competition in the VCS and who has not qualified in more than the VCS Endurance Events and any two (2) Sprint Events in the VCS in any single year. Such eligible Rookie Driver must be registered with Supercars prior to the first Event of the Season or Rookie Test Day, whichever occurs first.

Rookie Driver (second year) means a Driver entered in their second consecutive full year of Competition in the VCS who did not finish in the top ten Championship Driver standings in their Rookie Season. Such eligible Rookie Driver must be registered with Supercars prior to the first Event of the Season or Rookie Test Day, whichever occurs first.

Rookie Driver - DS2 means a Driver entered in their first full year of Competition in the DS2 and who has never before qualified in a Sprint Event of the VCS and/or who has not qualified in more than two (2) DS2 Rounds in any prior year. Such Rookie Driver DS2 status must be registered with Supercars prior to the first Event of the Season or Rookie Test Day, whichever occurs first.

Rookie Driver - DS3 means a Driver entered in their first full year of Competition in the DS3 and who has never before qualified in a Sprint Event of the VCS and/or who has never before qualified in more than two (2) DS2 Rounds and/or who has not qualified in more than two (2) DS3 Rounds in any prior year. Such Rookie Driver DS3 status must be registered with Supercars prior to the first Event of the Season or Rookie Test Day, whichever occurs first.

ROPS means the Roll Over Protection Structure fitted to a Car.

Round means any event that forms part of the Dunlop Series.

Rules mean the rules and regulations and directions developed and published by Supercars from time to time, including all the provisions of the Operations Manual, Design, Technical Directives, Supercars portal, Supplementary Regulations, Further Supplementary Regulations, Bulletins, instructions, as well as the NCR and the ISC.

SC means the safety car.

SD Card means the Secure Digital memory card that is required to be installed in the digital video camera that must be installed in each Car for each Session.

Season means all of the Events within a calendar year.

Session means a period of time allocated to a particular on-track activity in the Event schedule. Examples of a Session include, but are not limited to, practice, qualifying, warm up and race.

Sporting Rules means the sporting rules applicable to the VCS and Dunlop Series set out as Division D to the Operations Manual.

Sprint Event means an Event advised in [Schedule A1](#) as a SuperSprint.

Standing Start means the method of starting a race in which the Car must be stationary at the moment the order to start is given.

Start Line means the first Control Line, with or without timing.

State means any State or Territory of Australia.

Stop Go Penalty means a Penalty that is to be served by the Car being stationary at the Driver's Pit Bay for a designated period of time. It shall not be the subject of Appeal.

Supercars means V8 Supercars Australia Pty Ltd; and unless otherwise indicated in the text of a Rule, all references in the Rules to Supercars will be construed as references to the CEO or in their absence to their appointed representative.

Super400 means an Event advised in [Schedule A1](#) as Super400.

Super500 means an Event advised in [Schedule A1](#) as Super500.

Supplementary Regulations means the official document issued by the Organising Committee of a Competition with the object of laying down the details of a Competition. Reference to Supplementary Regulations includes any Further Supplementary Regulations.

Team means the entity which has executed a TRC and/or an entity that has been accepted for a Wildcard Entry and/or a DSE.

Technical Rules means, as applicable, the technical rules for the VCS and Dunlop Series including:

- (a) VCS Technical Rules set out as Division C to the Operations Manual;
- (b) DS2 Technical Rules set out as Division G to the Operations Manual;
- (c) DS3 Technical Rules – COTF set out as Division H to the Operations Manual;
- (d) DS3 Technical Rules – Blue Print set out as Division I to the Operations Manual;

Testing means the starting and driving and/or use of a Car on any Test Track or any Test Track running time, or the use of any Test Track, not part of a Supercars sanctioned Event or activity, in which a Team participates (or in which a third party participates on behalf of a Team), using a Car. Test shall have the same meaning.

Test Day means any day on which Testing or a Test is conducted by a Team or a Group.

Test Track means and includes any:

- a) Motor racing Circuit;
- b) Automotive test facility – including but not limited to manufacturers' test facilities, wind tunnels, suspension test rigs, roads or tracks;
- c) Private or government Driver training complex; or
- d) Any other road, surface or track upon which an Automobile can be driven.

Time Penalty means any Time Penalty. It shall not be the subject of Appeal.

Transfer means to part with the possession of a Car by way of sale or lease, or the loan of a Car for more than one calendar month, to another person or entity whether or not the Transferee has executed a TRC.

Transferee means that person or entity to whom a Car is transferred.

Transferor means that person or entity who Transfers a Car.

Transparency means that the details regarding the supplier, cost, operation and technical specifications of the component/s described shall be available to the Supercars Technical Department.

TRC means a Team Racing Charter contract between Supercars and each Team in the VCS that provides such Team with their racing entitlements and obligations.

VCS means the International Repco Supercars Championship, distinct from the Dunlop Series, comprising a number of Events in any given year authorised by Supercars and included in the FIA International Sporting Calendar. For the avoidance of doubt, "Championship" shall have the same meaning.

VSD means the vehicle specification document containing the relevant requirements which are specific for a particular make and model of Car.

Wildcard Entry means the entry for an Event made by an Invited Team and accepted by Supercars. Drivers entered into a Sprint Event as a Wildcard Entry will not be considered to be a Primary Driver for these Events.

A2.2 Interpretation

- 2.2.1 In all the provisions of the Rules, unless the context otherwise requires:
- 2.2.1.1 Reference to “the Rules” will include any amendment or variation of them.
 - 2.2.1.2 The singular includes the plural and vice versa.
 - 2.2.1.3 Words importing a gender include any gender.
 - 2.2.1.4 A reference to any thing, including but not limited to any amount, is a reference to the whole of it.
 - 2.2.1.5 Headings are for convenience only and do not affect the interpretation of the Rules.
 - 2.2.1.6 Unless stated to be otherwise, a reference to any amount of money is exclusive of the Goods and Services Tax defined in A New Tax System (Goods and Services Tax) Act 1999 which may apply to any such amounts.
 - 2.2.1.7 Other than during the course of an Event, where a time limit expires on a Saturday, Sunday or such other day gazetted as a public holiday in the country, State or Territory concerned, as a result of which a person required by the Rules to comply with a time limit is unable to so comply, the time limit will be deemed to be extended to the next working day after the day on which the time limit was to expire.
 - 2.2.1.8 The final text for the Rules shall only be the English version which will be used should any dispute arise over their interpretation.
- 2.2.2 Where Supercars has the discretion to make a decision, including any and all decisions to permit, approve or refuse to approve any matter, such decisions will be taken in Supercars’ sole and absolute discretion unless expressed otherwise in the Rules.

A3. ACQUAINTANCE WITH AND SUBMISSION TO RULES

A3.1 Deemed to be Acquainted

- 3.1.1 Every person to whom the Rules apply is deemed to have acquainted themselves with the Rules; and
- 3.1.1.1 Submitted themselves without reserve to the consequences resulting from the Rules; and
 - 3.1.1.2 Agreed they will not become a party to any suit at law or equity against the FIA, the relevant ASN, Supercars or any Officials of those organisations including the directors of Supercars, or any other Official, person or entity (including but not necessarily limited to Competitors) subject to the Rules, until all remedies allowed by the Rules, the TRC and any applicable regulations of the ASN and Supercars (however described) have been exhausted.

A3.2 Breach Entails Suspension

- 3.2.1 A breach of Rule A3.1.1.2 by any person or entity will automatically prevent that person or entity from participating in any Event for all of that period in which any suit at law or equity is pending.

A3.3 Ignorance No Excuse

- 3.3.1 Ignorance of the Rules provides no excuse from the observance of the Rules. If a Team is found not to comply with any Rule it shall be no defence to claim that no sporting or performance advantage was obtained.

A3.4 Acceptance Upon Entry

- 3.4.1 Acknowledgment of, agreement with, and acceptance of, the Rules shall be deemed to have occurred by the submission by a Competitor of a completed Entry Registration Form.

A3.5 Competitors to be Responsible

- 3.5.1 Competitors will be responsible for ensuring that all Participants associated with them comply with all the applicable provisions of the Rules.

A4. RESPONSIBILITIES OF COMPETITORS

A4.1 General Responsibility

- 4.1.1 The Competitor will be responsible for all acts or omissions on the part of their Drivers, Team members and Participants, and each of these will be equally responsible for any breach of the Rules.

A4.2 Authorised Representative

- 4.2.1 If a Competitor is unable to attend an Event in person or is an Entity, a representative must be appointed and identified in writing to Supercars as being authorised to act on behalf of the Competitor in all respects. Only one (1) Authorised Representative is permitted to be nominated for each Competitor.
- 4.2.2 The Competitor may appoint an assistant Authorised Representative to act in their stead. Only one (1) Assistant Authorised Representative is permitted to be nominated for each Team.
- 4.2.3 No change of Authorised Representative or Assistant Authorised Representative will be permitted after the commencement of scrutineering for any Event, unless otherwise approved by Supercars.
- 4.2.4 A Team will not be permitted to appoint a person to act as an Authorised Representative who is, or was, a legal practitioner.

A4.3 Presentation of a Car

- 4.3.1 The presentation of a Car by a Competitor for scrutineering will be deemed an implicit statement of conformity with the Rules.
- 4.3.2 Each Competitor must ensure that their Car complies with the Rules throughout the Event.
- 4.3.3 Each Competitor, their Authorised Representative, in confirming their attendance at the Authorised Representatives Briefing will also make a Declaration of Conformity in the following form:
- 4.3.3.1 *I being the Authorised Representative of the Car described on the Supercars Entry Registration Form and legally authorised to enter the Car described on this form, hereby declare and undertake to Supercars Australia and Motorsport Australia that the Car and all related equipment and components necessary for participation in this Event shall be presented, at all times and in every respect, in a condition suitable for use in this activity, and that I have caused the Car to be inspected according to a maintenance schedule which I have developed and that it is free from mechanical defects, be they of preparation or structural integrity, that may render the Car unsafe for the proposed activity.*
- Further, I acknowledge and agree that where any aspect of the Car or related equipment and components is found:*
- to be in breach of the Rules and/or the Regulations of the Event, or;*
 - in the opinion of the Head of Motorsport, to be subject to a serious mechanical defect,*
- it will render me in breach of the Rules, and that I may be subject to penalties in accordance with the Rules.*

A4.4 Safety

- 4.4.1 Each Competitor is responsible for all safety aspects of the Team including; that Competitor's Car or Cars, Team members, equipment, Pit Garage and visitors to its Pit Garage at all times.

A5. GENERAL REQUIREMENTS - LICENCE, INSURANCE, LOG BOOKS

A5.1 Licence Requirements - VCS

- 5.1.1 Each Competitor must hold a Motorsport Australia International Competitor licence.
- 5.1.2 Each Driver in the Supercars Championship must hold:
 - 5.1.2.1 a Motorsport Australia Super licence endorsement; and
 - 5.1.2.2 the minimum of an FIA International Grade C Circuit Licence.
 - a) A Driver holding a licence other than a Motorsport Australia licence will be required to provide to Supercars an authorisation (VISA) issued by the ASN that issued the licence.
- 5.1.3 An application for a Motorsport Australia Super licence endorsement must be submitted to Motorsport Australia Member Services on the approved form by a Supercars Team on behalf of the applicant.
- 5.1.4 To qualify for a Motorsport Australia Super licence endorsement each applicant must:
 - 5.1.4.1 hold a minimum of an FIA International Grade C Circuit Licence; and
 - 5.1.4.2 be a minimum of 17 years of age; and
 - 5.1.4.3 subject to Rule A5.1.5 and Rule A5.1.7 below, have accumulated a minimum of fifteen (15) points under either the FIA (refer Appendix L to the Code) or Motorsport Australia Super Licence points system during the five (5) years prior to the application.
- 5.1.5 If the applicant cannot satisfy Rule A5.1.4.3 above it may be replaced by the applicant satisfying one (1) of the following criteria:
 - 5.1.5.1 have competed in a minimum of three (3) rounds of the Supercars Championship within the last five (5) years prior to the application; or
 - 5.1.5.2 have competed in and received endorsement signatures from the RD at a minimum of six (6) Rounds of the Supercars Super2 Series within the last three (3) years prior to the application.
- 5.1.6 For the purposes of meeting the criteria set out in Rule A5.1.5.2, a Driver may be credited with three (3) rounds of the Supercars Super2 Series if they have competed in and been one (1) of the first three (3) of the final classification in each of the previous three (3) years of either:
 - 5.1.6.1 the Supercars Super3 Series; or
 - 5.1.6.2 the Porsche Carrera Cup Australia Championship.
- 5.1.7 A Supercars Team may apply to Motorsport Australia Member Services with supporting documentation for a Driver holding an FIA International Grade C Circuit License (or higher) from an ASN other than Motorsport Australia or Motorsport New Zealand that does not satisfy the criteria set out in Rule A5.1.4.3 above. Such an application will be jointly considered by the Super License Review Committee comprising the following personnel;
 - 5.1.7.1 Director of Motorsport – Motorsport Australia
 - 5.1.7.2 Supercars Championship, Driver Standards Advisor – Motorsport Australia
 - 5.1.7.3 Chief Executive Officer – Supercars Australia
 - 5.1.7.4 General Manager Motorsport – Supercars Australia
 - a) An application under Rule A5.1.7 must demonstrate the applicant has the experience required to compete at a competent level under the expected conditions experienced during all formats of Competition of the Supercars

Championship. Any decision made by the Super License Review Committee is final and is not subject to Appeal.

- 5.1.8 Points will be allocated to a Driver under the Motorsport Australia Super licence endorsement system based on their Final Classification in a Championship/Series.

A5.2 Licence Requirements – Dunlop Series

- 5.2.1 Each Competitor in the Dunlop Series must have a Motorsport Australia Competitor licence.
- 5.2.2 Each Driver in the Dunlop Series must be a minimum of 17 years of age to Compete (subject to Motorsport Australia).
- 5.2.3 Each Driver in the Dunlop Series must hold either:
- 5.2.3.1 A Motorsport Australia National Circuit Competition licence or higher; or
 - 5.2.3.2 A Motorsport New Zealand National licence or higher provided they have a valid Trans-Tasman Visa; or
 - 5.2.3.3 An International licence issued by an ASN provided they have an authorisation (VISA) issued by the ASN that issued their licence. Such Drivers will be eligible for any Dunlop Series Drivers Series Points. Additionally, such Drivers are required to obtain a Foreign Participation Visa which is available from Motorsport Australia: <https://www.motorsport.org.au>
- 5.2.4 To participate in a Test in accordance with Rule D1.3.5 (Special Purpose Testing), each Driver must be a minimum of 16 years of age and hold a licence in accordance with Rule A5.2.3.

A5.3 Life Insurance Cover

- 5.3.1 Each Team must ensure that all of their Drivers in either the VCS or Dunlop Series must obtain and keep current insurance cover providing benefits for Permanent Disability and/or Death with the minimum sum insured being \$500,000.
- 5.3.2 A Certificate of Currency must be provided to Supercars for approval prior to participation at any Event.
- 5.3.2.1 The Certificate of Currency must state that the Driver is insured for Motorsport activities.

A5.4 Motorsport Australia Log Book

- 5.4.1 Each Car must have a Motorsport Australia log book.
- 5.4.2 Log books must be delivered to the GMM prior to the commencement of scrutineering at any Event.
- 5.4.3 Each Car must correspond with the description contained in the Motorsport Australia log book issued for that Car.
- 5.4.4 If the relevant Motorsport Australia log book is not produced at an Event, the Car may only participate with the approval of the Stewards.
- 5.4.5 Motorsport Australia shall be the sole issuer of log books. Each log book shall describe the Car and only one per Car shall be issued. The log book shall remain the property of Motorsport Australia subject at all times to the regulations of Motorsport Australia and the ISC.
- 5.4.6 Entries in Motorsport Australia log books may be made only by the GMM, the Chief Scrutineer or their deputy, a Steward, or a permanent employee of Motorsport Australia authorised to do so.

- 5.4.7 It is not permitted for a Car to participate in any Test unless the GMM has been advised in writing of the Motorsport Australia log book number.
- 5.4.8 Any Car that has its Motorsport Australia log book altered by Motorsport Australia so that it is no longer a Car shall not be re-log booked as a Car without the prior written approval of Supercars.
- 5.4.9 A Team must nominate to Supercars, using the form provided, all Cars as identified by their Motorsport Australia log book numbers that are in their possession or control.
- 5.4.10 Any Team that purchases or builds a new Car must advise Supercars of the Motorsport Australia log book number within two (2) working days of receiving the Motorsport Australia log book number for the Car.

A5.5 Transfer of a Car

- 5.5.1 A Team that Transfers any Car must submit a completed “Transfer Form” to the GMM within two (2) working days of the date of the Transfer.
- 5.5.2 It is the responsibility of the Transferee, upon taking possession of a Car, to notify Motorsport Australia of the completion of the Transfer by applying for a change to the ownership details as included in the Car’s Motorsport Australia log book.

A6. ENTRIES FOR EVENTS AND ROUNDS

A6.1 Precondition

- 6.1.1 Each Competitor must execute a TRC or DSE before submitting any Entry Registration Form to Supercars.
- 6.1.2 The Motorsport Australia Competitor name listed on the Entry Registration Form must be identical to the entity name on the TRC or DSE for the Entry Registration Form to be considered valid.

A6.2 Dunlop Series Eligibility

- 6.2.1 The criteria for automatic entry for a Team wanting to enter the Dunlop Series will be in accordance with the provisions of [Schedule A5](#).
- 6.2.2 The Dunlop Series is open to all Drivers except those who finished 14th or better in the preceding year's VCS as a Primary Driver.
- 6.2.3 Any Driver who is Competing in the Dunlop Series will be permitted to Compete in a maximum of three (3) VCS Sprint Events during the same Season and still be eligible to Compete in the Dunlop Series.
- 6.2.4 A Driver is not permitted to Compete in the VCS and Dunlop Series at the same Sprint Event.
- 6.2.5 A Driver is permitted to Compete in the VCS and Dunlop Series at the same Endurance Event.
- 6.2.6 Any Driver who is Competing in an Endurance Event will not be eligible to Compete at the same Event in the Dunlop Series unless that Driver has Competed in a minimum of three (3) of the previous Dunlop Series Rounds in the same year, or in exceptional circumstances at the discretion of Supercars.

A6.3 Entry Registration Form

- 6.3.1 Each Competitor must submit to Supercars a completed Entry Registration Form, for:
 - 6.3.1.1 VCS: before Competing in their first Event of the Championship in a Season or by the Entry Registration date;
 - 6.3.1.2 Dunlop Series: by the time and date as notified in writing by Supercars; and
 - 6.3.1.3 Wildcard Entry: by the time and date as notified in writing by Supercars.
- 6.3.2 The Entry Registration Form will only be required to be completed once each Season unless any detail contained in the original Entry Registration Form is required to be amended.
- 6.3.3 It is the responsibility of each Competitor at all times to ensure that the information contained on the Entry Registration Form is accurate and current.
- 6.3.4 Subject to the approval by Supercars of a change of control of a Team and the subsequent completion of the sale of a TRC, a Team will not be permitted to change the Competitor details of an entry for an Event after such entry has been confirmed.

A6.4 Entry Form – Dunlop Series

- 6.4.1 The completion by a Competitor and submission to Supercars, of an Entry Form will be confirmation by such Competitor of an entry to a Round of the Dunlop Series.

A6.5 Entry Containing False Statement

- 6.5.1 Any Entry Registration Form or Entry Form which contains a false statement shall be null and void and the Competitor may be referred to the Stewards.

A6.6 Refusal of Entry

- 6.6.1 Supercars may refuse to accept any Entry Registration Form or Entry Form, subject to the terms of the TRC and/or the DSE and/or in the event that the Competitor owes Supercars more than \$5000 for a period of more than 30 days. Supercars shall notify the Competitor of the reason for such refusal, which shall be final.

A6.7 Nomination and Change of Drivers

- 6.7.1 A Primary Driver is not permitted to Compete under more than one (1) TRC in the same calendar year, unless approved by Supercars.
- 6.7.2 Supplementary Regulations for each Event and Round will specify the dates and times for the closing of Drivers' nominations.
- 6.7.3 A change of Driver may be made after the time set in the Supplementary Regulations but only in exceptional circumstances and with the approval of the Stewards. Such application must be submitted in writing to the MOM.

A7. SUPPLEMENTARY REGULATIONS

A7.1 Supplementary Regulations

- 7.1.1 Supplementary Regulations will be issued prior to each Event and Round.
- 7.1.2 Once issued, the Supplementary Regulations may be amended or varied either:
 - 7.1.2.1 If prior to the Event or Round commencing, at the discretion of Supercars; or
 - 7.1.2.2 If the Event or Round has commenced, at the discretion of Supercars but subject to the Stewards being satisfied there are no adverse safety implications; or
 - 7.1.2.3 By the Stewards for reasons of force majeure and/or in the interests of safety.

A7.2 Effect of Supplementary Regulations on the Rules

- 7.2.1 The effect of any of the Rules may be specifically excluded from operation and/or amended at a particular Event or Round by the Supplementary Regulations and/or a Bulletin.

A8. BULLETINS

A8.1 Time of Effect

- 8.1.1 Bulletins may be issued at each Event and Round.
- 8.1.2 Unless otherwise stated in the Bulletin, it will take effect from the time of issue and shall apply only for that Event or Round.
- 8.1.3 Bulletins will have effect regardless of whether or not:
 - 8.1.3.1 Copies are supplied to Competitors; and/or
 - 8.1.3.2 Competitors have signed any receipt for copies of any Bulletin.

A8.2 Electronic Distribution

- 8.2.1 All Bulletins will be distributed electronically and will be posted on the official notice board, the location of which will be set out in the Supplementary Regulations.

A9. PERMANENT OFFICIALS

A9.1 General

- 9.1.1 Permanent Officials must be impartial in all their duties and must have no connection with any particular trader's or manufacturer's business which might benefit directly or indirectly from the result of any Event or Round.
- 9.1.2 All permanent Officials in this rule A9, will be identified in the Supplementary Regulations.

A9.2 Stewards

- 9.2.1 At each Event there will be three (3) Stewards who will be selected from a panel appointed annually by Motorsport Australia in consultation with Supercars.
 - 9.2.1.1 In exceptional circumstances, should any Steward not be present at the Event, they must be available and contactable for the duration of the event to fulfil their duties.
- 9.2.2 Duties of the Stewards
 - 9.2.2.1 As a general rule, Stewards will not be in any way responsible for the organisation of an Event or Round and will not have any executive duties in connection with an Event or Round.
 - 9.2.2.2 In carrying out their duties, Stewards do not incur any responsibility except to the ASN.
 - 9.2.2.3 The Stewards must sign and send to the ASN a closing report as soon as practicable after the close of any Event or Round, which report will:
 - a) Advise of the results of all disputes, protests and references;
 - b) Contain all Penalties imposed including any exclusions that have been made;
 - c) Contain any recommendations as to decisions which may have to be taken for a suspension or a disqualification;
 - d) Contain any observations regarding the conduct of an Event;
 - e) Be accompanied by any Notice of Appeal lodged.
- 9.2.3 Authority of the Stewards
 - 9.2.3.1 The Stewards shall have Supreme Authority for the enforcement of the ISC, the Rules, NCR, Supplementary Regulations, any Further Regulations, instructions, Bulletins or other requirements whatsoever. The Stewards may make any decision whatsoever authorised by the ISC, the Rules or the NCR subject only to the right of Appeal provided in the Rules. The Stewards will have extended powers to deal with any matters that arise between Events or Rounds in accordance with the Rules.
- 9.2.4 Stewards are vested with a general power and authority to:
 - 9.2.4.1 Act in accordance with, and carry out duties as specified in the Rules and other regulations, however described;
 - 9.2.4.2 Enforce compliance with all the Rules and other regulations, however described;
 - 9.2.4.3 Pursuant to the Rules or in exceptional circumstances vary the Rules and any other regulations, however described, for reasons of safety or in the event of Force Majeure;
 - 9.2.4.4 Conduct all Hearings into any matter pursuant to Division "B" of the Rules, or which may be referred to them by the RD or DRD;
 - 9.2.4.5 If necessary, refer matters of a technically complex nature to the GMM;

- 9.2.4.6 perform any other function or duty prescribed in regulations (however described);
- 9.2.4.7 After each Event furnish the Stewards' Report to the relevant ASN; and
- 9.2.4.8 Review any event or matter not provided for in the Rules, or any other regulations, however described, which will be considered by the Stewards who, after consultation with Supercars, have the power to decide the event or matters.

A9.3 Race Director ("RD") and Deputy Race Director ("DRD")

- 9.3.1 The RD will be a suitably qualified person appointed by Supercars and acceptable to Motorsport Australia whose responsibilities are to maintain continuity of sporting activity management at Events.
- 9.3.2 Will act in accordance with the ISC, the Rules, and any applicable regulations of the relevant ASN.
- 9.3.3 Will work in consultation with the Clerk of the Course as appropriate.
- 9.3.4 Subject to [Rule A9.2.3](#) will have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with their express agreement:
 - 9.3.4.1 Control of the Competition, adherence to the timetable and if necessary, making any proposal to the Stewards to modify the timetable in accordance with the Rules;
 - 9.3.4.2 The stopping of any Car or Driver pursuant to the Rules;
 - 9.3.4.3 The stopping of any Session in accordance with the Rules if the RD deems it unsafe to continue; and ensuring that the correct restart procedure is carried out;
 - 9.3.4.4 The starting procedures contained in the Rules; and
 - 9.3.4.5 The use of the SC pursuant to the Rules.
- 9.3.5 The RD will report any Incident to the Stewards that is believed to warrant Investigation.
- 9.3.6 One or more DRD may be appointed by Supercars in consultation with Motorsport Australia and who may be delegated to fulfil some or all of the functions of the RD at an Event in addition to:
 - 9.3.6.1 Conducting a preliminary Investigation into any Incident or possible breach of the Rules so as to determine those matters that should be brought before the Stewards.
 - 9.3.6.2 To present such evidence as may be available to a Stewards Hearing and to make submissions as to the Penalty that may be imposed by the Stewards.

A9.4 General Manager of Motorsport ("GMM")

- 9.4.1 Will be appointed by Supercars and shall be empowered in accordance with the Rules.
- 9.4.2 The GMM:
 - 9.4.2.1 Will manage all the sporting and technical aspects of the Category subject to the directions of Supercars;
 - 9.4.2.2 Will be responsible for scrutineering and will have full authority over the Chief Scrutineer and the other Scrutineers; and
 - 9.4.2.3 Is a Judge of Fact to determine any safety-related matter concerning a Car and associated equipment (including but not limited to Drivers' apparel) at an Event.
- 9.4.3 Other than matters relating to safety, subject to Rule A9.4.4 and any other specific Rule to the contrary, decisions of the GMM on sporting and technical matters will be capable of being protested pursuant to the Rules.

- 9.4.4 At the GMM's discretion, technical issues, including the eligibility of a Car may be referred for determination to the DRD by the GMM for Investigation before referral to the Stewards at an Event.
- 9.4.4.1 The Stewards may at their discretion, refer technical issues to the GMM for determination.
 - 9.4.4.2 The determination of the GMM is deemed to be a finding of fact.
 - 9.4.4.3 The right to Protest the determination of the GMM is subject to Rule A9.4.3.
- 9.4.5 The GMM may appoint assistants ("nominees"):
- 9.4.5.1 Who will be directly responsible to them, and
 - 9.4.5.2 Who may be delegated by the GMM to only undertake specific tasks for which the GMM will be responsible; and
 - 9.4.5.3 References to the GMM in the Rules will automatically include such nominees when duly appointed by the GMM in reference to the Rules.

A9.5 Driving Standards Advisor ("DSA")

- 9.5.1 The DSA will be appointed by Motorsport Australia for the Championship, Series or an Event.
- 9.5.2 At each Event the DSA shall be empowered as follows:
- 9.5.2.1 Observe the manner in which each Driver drives their Car while on the Race Track for the purpose of ensuring compliance with the Rules;
 - 9.5.2.2 Have free access to any Driver for the purpose of obtaining any information concerning any Incident on the Race Track;
 - 9.5.2.3 Advise the RD, DRD and/or the Stewards with regards to any Incidents;
 - 9.5.2.4 Consult with any Official for the purposes of fulfilling these duties; and
 - 9.5.2.5 Assist the RD, DRD and/or the Stewards in any matter at their discretion but will not have any vote on any matter the subject of a Hearing before the Stewards.

A9.6 Judges of Fact

- 9.6.1 The following Judges of Fact will be appointed for the Championship and Dunlop Series:
- 9.6.1.1 Finish Judges: to determine the order in which Cars cross the Finish Line;
 - 9.6.1.2 Noise Judges: to determine whether a Car exceeds the noise level for the Event;
 - 9.6.1.3 Pit Lane Speed Judges: to determine whether a Car exceeds the Pit Lane speed limit;
 - 9.6.1.4 Start Judges: to immediately report to the Clerk of the Course or Race Director any breach of the start procedures which may have occurred;
- 9.6.2 Other Judges of Fact may be appointed in which case the facts to be judged will be included in the relevant Supplementary Regulations or Bulletin.
- 9.6.3 A fact may be judged by multiple Judges of Fact and a Judge of Fact may be authorised to judge more than one fact.
- 9.6.4 The decisions of Judges of Fact are final but such decisions will not in themselves constitute the official classification for a Competition because they have taken no account of the conditions under which the Competing Cars have finished the course.
- 9.6.5 No protest against a decision of a Judge of Fact will be accepted concerning a matter which they have been appointed to judge.
- 9.6.6 If a Judge of Fact considers that they have made a mistake they may correct it, subject to this correction being accepted by the Stewards.
- 9.6.7 The Stewards may overrule a decision of a Judge of Fact using any information to assist them in reaching such decision.

SCHEDULE A1. VCS CALENDAR

RACE NO.	DATE	CIRCUIT	LOCATION	QUALIFYING CUT-OFF. BOTH DRIVERS MUST QUALIFY WHERE APPLICABLE
1 & 2	23 – 25 Feb	Mount Panorama Circuit (Bathurst 500)	Bathurst, New South Wales	107%
3,4,5 & 6	21 – 24 Mar	Albert Park Grand Prix Circuit	Melbourne, Victoria	105%
7 & 8	19 – 21 Apr	Taupo International Motorsport Park	Taupo, New Zealand	105%
9 & 10	17 – 19 May	Wanneroo Raceway	Perth, Western Australia	105%
11 & 12	14 – 16 Jun	Hidden Valley Raceway	Darwin, Northern Territory	105%
13 & 14	5 – 7 Jul	Reid Park Street Circuit	Townsville, Queensland	105%
15 & 16	19 – 21 Jul	Sydney Motorsport Park [^]	Sydney, New South Wales	105%
17 & 18	16 – 18 Aug	Symmons Plains International Raceway	Launceston, Tasmania	105%
19	20 – 22 Sept	Sandown International Motor Raceway	Melbourne, Victoria	105%
20	10 – 13 Oct	Mount Panorama Circuit	Bathurst, New South Wales	107%
21 & 22	25 – 27 Oct	Surfers Paradise Street Circuit	Gold Coast, Queensland	107%
23 & 24	14 – 17 Nov	Adelaide Parklands 2 Circuit	Adelaide, South Australia	105%

Indicates
Sprint Event

Indicates
Super400/ 500 Event

Indicates
Endurance Event

Key:

[^] means a race Competed under lights at dusk/ night

SCHEDULE A2. FORMAT OF VCS EVENTS

EVENT	CIRCUIT	DAY	PRACTICE	QUALIFYING FORMAT	RACE		CPS MINIMUM REQUIREMENTS		
					NO.	DURATION	NO.	FUEL	TYRES
1	Mount Panorama Circuit (Bathurst 500)	Friday	2 x 60min						
		Saturday		Format 1	1	250km	2	100L	2
				TTSO					
		Sunday		Format 1	2	250km	2	100L	2
				TTSO					
2	Albert Park Grand Prix Circuit	Thursday	2 x 30min	Format 1 Format 1	3	105km	Nil		Nil
		Friday			4	105km	Nil		Nil
		Saturday		Format 1	5	80km	Nil		Nil
				Format 1					
		Sunday			6	80km	Nil		Nil
		3	Taupō International Motorsport Park	Friday	1 x 90min				
Saturday				Format 1	7	200km	1	80L	Nil
				TTSO					
Sunday				Format 1	8	200km	1	80L	Nil
				TTSO					
4	Wanneroo Raceway	Friday	1 x 90min						
		Saturday		Format 2	9	133km	1		2
		Sunday		Format 2	10	133km	1		2
5	Hidden Valley Raceway	Friday	1 x 90min						
		Saturday		Format 1	11	137km	1		2
				TTSO					
		Sunday		Format 1	12	137km	1		2
				TTSO					
6	Reid Park Street Circuit	Friday	2 x 40min						
		Saturday		Format 1	13	250km	2	100L	2
				TTSO					
		Sunday		Format 1	14	250km	2	100L	2
				TTSO					

EVENT	CIRCUIT	DAY	PRACTICE	QUALIFYING	RACE		CPS MINIMUM REQUIREMENTS		
					NO.	DURATION	NO.	FUEL	TYRES
7	Sydney Motorsport Park	Friday	1 x 90min						
		Saturday		Format 1	15	200km^	1	80L	Nil
				TTSO					
		Sunday		Format 1	16	200km	1	80L	Nil
				TTSO					
8	Symmons Plains International Raceway	Friday	1 x 90min						
		Saturday		Format 2	17	132km	1		2
		Sunday		Format 2	18	132km	1		2
9	Sandown International Motor Raceway	Friday	2 x 40min (ED/ AD)						
		Saturday	2 x 40min (ED/ ED)	Format 1					
				TTSO					
		Sunday	1 x 20min (WU)		19	500km	Nil		
10	Mount Panorama Circuit	Thursday	2 x 60min (ED/ AD)						
		Friday	2 x 60min (ED / ED)	Format 1					
		Saturday	2 x 60min (AD / ED)	TTSO					
		Sunday	1 x 20min (WU)		20	1000km	Nil		
11	Surfers Paradise Street Circuit	Friday	2 x 40min						
		Saturday		Format 1	21	250km	2	100L	2
				TTSO					
		Sunday		Format 1	22	250km	2	100L	2
				TTSO					
12	Adelaide Parklands 2 Circuit	Thursday	1 x 30min						
		Friday	1 x 30min	Format 1					
		Saturday	1 x 30min	TTSO	23	250km	2	100L	2
		Sunday		Format 1	24	250km	2	100L	2
				TTSO					

Key **TTSO:** Means the Top Ten Shootout. Refer to Rule D6.3
AD: Means additional Driver Session for Endurance Event
ED: Means either Driver Session for Endurance Event
^ Means a Session run under lights at dusk/ night

Format 1: Refer to Rule D6.2.2 and D7.2.1
Format 2: Refer to Rule D6.2.3 and D7.2.2
WU: Means warm up

SCHEDULE A3. DUNLOP SERIES CALENDAR

ROUND	DATE	CIRCUIT	LOCATION	QUALIFYING CUT-OFF. BOTH DRIVERS MUST QUALIFY WHERE APPLICABLE	MAXIMUM NUMBER OF COMPETITORS AS DETERMINED BY SUPERCARS
1	23 – 25 February	Mount Panorama Circuit (Bathurst 500)	Bathurst, New South Wales	107%	36
2	17 – 19 May	Wanneroo Raceway	Perth, Western Australia	107%	32
3	5 – 7 July	Reid Park Street Circuit	Townsville, Queensland	107%	32
4	20 – 22 September	Sandown International Motor Raceway	Melbourne, Victoria	107%	36
5	10 – 13 October	Mount Panorama Circuit	Bathurst, New South Wales	107%	36
6	14 – 17 November	Adelaide Parklands 2 Circuit	Adelaide, South Australia	107%	36

SCHEDULE A4. FORMAT OF DUNLOP SERIES ROUNDS

ROUND	CIRCUIT	DAY	PRACTICE	QUALIFYING	RACE	
					NO.	DURATION
1	Mount Panorama Circuit (Bathurst 500)	Friday	1 x 50min #			
			1 x 40min			
		Saturday		Format 1	1	40min
		Sunday		Format 1	2	40min
2	Wanneroo Raceway	Friday	2 x 40min			
		Saturday		Format 1	1	40min
		Sunday		Format 1	2	40min
3	Reid Park Street Circuit	Friday	2 x 40min			
		Saturday		Format 1	1	40min
		Sunday		Format 1	2	40min
4	Sandown International Motor Raceway	Friday	2 x 40min			
		Saturday		Format 1	1	40min
		Sunday		Format 1	2	40min
5	Mount Panorama Circuit	Thursday	2 x 40min			
		Friday		Format 1	1	100km
		Saturday		Format 1	2	100km
6	Adelaide Parklands 2 Circuit	Thursday	2 x 40min			
		Friday		Format 1		
				Format 1		
		Saturday			1	40min
		Sunday			2	40min

Key: **Format 1:** Refer to Rule D6.4.1 and D7.3.1

Means 10min for Rookies only

SCHEDULE A5. DUNLOP SERIES AUTOMATIC ENTRY CRITERIA

- 1.1 To activate the 2024 Dunlop Series automatic entry, those eligible must submit their Dunlop Series Entry Registration Form by 29 January 2024 and make full payment of the first instalment of the 2024 Dunlop Series entry fee to Supercars by 9 February 2024. Thereafter, additional instalments will fall due. Failure to make full payment of any instalment by the due dates will result in the forfeiting of the automatic entry.
- 1.2 After 9 February 2024 any remaining automatic entries, up to the maximum 28, will be allocated as such:
 - 1.2.1 Eligible Dunlop Series Teams, in accordance with 1.1 above, who wish to enter an additional Car, followed by;
 - 1.2.2 Eligible VCS Teams, in accordance with 1.1 above, who wish to enter an additional Car, followed by;
 - 1.2.3 Any Car that entered in the 2024 Dunlop Series, not meeting the requirements in 1.1 above.
 - 1.2.4 Any remaining automatic entries, up to the maximum 28 will be allocated using the criteria above commencing at 1.2.1.
- 1.3 Supercars reserves the right at any time to examine the automatic entry criteria, and determination of whether any such entry should be allocated.
- 1.4 An automatic entry is not transferable to another Team, however any Team that, as a result of a change in their operational circumstances and wishes to apply to transfer the entry must apply in writing to Supercars.
 - 1.4.1 Such application must provide full details; along with documentation and evidence in support of the application to allow Supercars to fully consider the application for the Team to transfer the automatic entry.
 - 1.4.2 Such details must contain compelling reasons, beyond commercial implications, as to why a transfer should be affected.
- 1.5 For Round 1, any remaining grid positions after the allocation of the automatic entries, up to the maximum capacity of the Circuit, will be allocated according to the order in which the Entry Forms were received. Any such entry must comply with the standard entry criteria in accordance with the Rules.
- 1.6 For all remaining Rounds, any remaining grid positions after the allocation of the automatic entries, up to the maximum capacity of each Circuit, will be allocated according to series points order at the conclusion of the previous Round. Any such entry must comply with the standard entry criteria in accordance with the Rules.
- 1.7 A maximum of 28 non-transferable automatic entries will be allocated for the 2024 Dunlop Series to each entry of any Team that Competes in all Rounds of the 2024 Dunlop Series.
 - 1.7.1 If more than 28 Cars are eligible for an automatic entry, they will be allocated based on the duration of a Teams' involvement in the Dunlop Series, with the longest involved given priority and so on. This determination will be at Supercars' sole discretion.

SCHEDULE A6. GROUPING CRITERIA

- 1.1 Teams will be considered to operate in a Group if:
 - 1.1.1 Such Team or Teams are controlled by the same Team or entity or related entity; and/or
 - 1.1.2 Such Teams operate predominately under a common operational control; and/or
 - 1.1.3 Such Teams contract for the supply of personal services of more than three (3) persons (on other than a casual basis) from an entity or entities that also supply similar services to another Team; or
 - 1.1.4 Such Teams contract for the supply of personal services of more than three (3) persons (on other than a casual basis) from another Team; and/or
 - 1.1.5 Such Teams are controlled by an entity or related entity that provides racing services (including those of Drivers, engineers and/or mechanics) to another Team which race Cars of the same make. This Rule serves to provide limitations on the number of Teams or entities that may be permitted to combine or work together to fulfil their racing entitlements under the TRC.
- 1.2 Supercars reserves the right at any time to examine any combination of Teams as possibly being a Group, and determination of whether any such combination should be regarded as a single entity for any of the purposes of Rule D1 will be made at the discretion of Supercars.
- 1.3 Any Team which becomes, or ceases to remain, a member of a Group must advise Supercars of any such change in their operational circumstances.
- 1.4 Any Team which as a result of a change in their operational circumstances wishes to apply to become ungrouped (which will mean the removal of a Team or Teams from a Group) must apply in writing to Supercars providing full details, along with documentation and evidence in support of the application to allow Supercars to fully consider the application for the Team to become ungrouped.
- 1.5 Should Supercars determine that a Team or Teams should be ungrouped, such Team or Teams will be permitted to use any remaining Test Day. The number of Test Days permitted to be used by a Team will be confirmed by Supercars.