

DIVISION “D” – SPORTING RULES

D 1 TESTING

D 1.1 Definitions

1.1.1 TEGA Log

Means the Testing Confirmation Sheet, issued to each Team or Group by TEGA, for the purposes of recording and validating the Team's or Group's use of test days.

1.1.2 Group

1.1.2.1 Means and includes any arrangement by which two or more Teams are combined in any form into a multi-Car Group.

Teams will be considered to operate in a multi-Car Group if such Team or Teams:

(a) , that operates in whole or in part either under a common operational direction, and/or

(b) Utilise ing some or all common facilities and/or

(c) contract for the supply of personal services of more than one person (on other than a casual basis) from an Entity that also supplies similar services to another Team; or

(d) contract for the supply of personal services of more than one person (on other than a casual basis) from another Team; and/or

(e) 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; and

personnel and, through any such arrangements, individual Teams have the capacity to share automotive electronic data or other automotive information derived from Testing for or in connection with the preparation, operation and racing of Cars.

For the avoidance of doubt, this Rule shall not operate to restrict normal commercial component (including engines) supply arrangements between entities.

1.1.2.2 Notwithstanding Rule D 1.1.2.1, TEGA reserves the right to examine any combination of Teams as possibly being into a multi-Car 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 sole discretion of TEGA.

1.1.2.3 Teams which form part of a multi car group will, in so far as is possible have equal access to the Test Days covered by the TEGA log.

1.1.2.4 Any Team which becomes, or ceases to remain, a member of a multi-Car Group must advise TEGA of any such change in their operational circumstances.

1.1.2.5 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 multi-car group) must apply in writing to TEGA providing full details, along with documentation and evidence in support of the application to allow TEGA to fully consider the application for the Team to become Ungrouped.

1.1.2.6 Should TEGA determine that a team or teams should be Ungrouped, such Team or Teams will be immediately issued with an TEGA Log that contains the same number of Testing Confirmation Sheets as remain available for use in the TEGA Log used by the multi-Car Group to which they belonged.

1.1.3 Testing

Means and includes the starting and driving of a Car on any Test track, ~~for, or in connection with:~~

~~1.1.3.1 the preparation of a Car, or~~

~~1.1.3.2 any assessment of the performance of a Car or any part or assembly or component, for the objective of readying the Car for any competition.~~

1.1.4 Test Track

Means and includes any:

1.1.4.1 motor racing circuit that holds a current CAMS Track Licence;

1.1.4.2 automotive test facility – including but not limited to manufacturers' test facilities, roads or tracks;

1.1.4.3 private or government driver training complex; or

1.1.4.4 any other road, surface or track upon which an automobile can be driven.

D 1.2 Testing Permitted

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

D 1.3 Test Tracks Location

1.3.1 Testing may only be undertaken at any Test Track located in the State or Territory in which the Team or Group is based, other than at an AVESCO Test Day.

1.3.2 Where a Team or Group is based within 10 kilometres from an interstate border, the Team or Group may, after having first obtained the written permission of TEGA, nominate either State as its base for the purposes of this Rule; but having obtained such permission, the Team or Group will not be permitted to change the nominated State during the subsequent calendar year.

D 1.4 Test Track

1.4.1 Teams or Groups are permitted to Test or conduct a Demonstration Session (as defined in Rule D 1.10.1.3) at only one (1) Test Track that holds a current CAMS Track License, which must be nominated by the Team to TEGA no later than ~~1~~ the first day of January 2005.

1.4.2 Should a Team or Group fail to nominate a Test Track, TEGA will determine the Test Track and will so advise the Team or Group concerned.

1.4.3 Should a Team become Ungrouped in accordance with Rule D 1.1.2.6, that Team will be required to use the Test Track that was used by the Group for the remainder of the year.

1.4.4 Should a Test Track cease to be available (eg cease trading or no longer hold a current CAMS Track License) TEGA for such period of time that such Test Track remains unavailable, will allow teams to nominate an alternate test track.

D 1.5 Number of Test Days

1.5.1 A Team or Group will be permitted a maximum total of six (6) Test days each calendar year.

1.5.2 If for any reason a Team or Group utilises only any part of a day, the Team or Group will be deemed to have used a full day for the purposes of Rule D 1.5.

1.5.3 Where a ~~Team~~ Level One or Level Two Team also controls an entry in the ~~KVS DVS~~, all the Cars in the Team or Group will share the Team's or Group's total of six (6) Test days each calendar year, regardless of the series in which the Cars compete.

1.5.4 A maximum of one (1) Test Day per Team or Group is permitted prior to the 2005 Australian Grand Prix.

~~1.5.6 In addition to D1.5.1 Teams competing in the 2005 KVS will be permitted one (1) additional test day, making a total of seven (7) test days, at which only Cars entered in the 2005 KVS will be permitted take part.~~

D 1.6 Test Tracks Register

- 1.6.1 TEGA will maintain a register of each Team or Group and their Test Track and the register will, upon application being made to TEGA, be available for inspection by any Team, Group, CAMS or Test Track operator.
- 1.6.2 TEGA will advise Test Track owners/operators of the Teams or Groups which are permitted to Test at their Test Track.

D 1.7 Sharing Test Track Days

- 1.7.1 Subject to compliance with all parts of Rule D 1, and to any specific Test Track regulations, Teams or Groups must make every reasonable effort to share Test Track days with up to five (5) other Teams.
- 1.7.2 Rule D 1.7.1 does not restrict any Test Track day to a maximum of six Teams or Groups; more Teams or Groups may share the Test Track day subject only to the restrictions imposed by the Test Track operators.

D 1.8 Pre-Test Procedures

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

- 1.8.1 arrange with other Teams or Groups to share the Test Track at the same time; and
- 1.8.2 notify in writing on the form contained in Schedule D5 of these Rules the AVESCO Assistant Operations Manager ("the AOM") no less than forty-eight (48) hours before the date of the proposed Test day of their intention to Test and the Log Book numbers of the Cars that will be taken by the Team to the Test and or that will participate in the Test; and
- 1.8.3 obtain from the AOM permission to conduct a Test day; which permission will not be unreasonably withheld.

D 1.9 TEGA Log

- 1.9.1 Each Team or Group will be issued with a TEGA Log:
 - 1.9.1.1 in which all test track activities must be accurately and fully entered, and validated pursuant to Rule D 1.9.1.2; and
 - 1.9.1.2 in which all details plus the Log Book number of the Cars present at and or participating in the test must be completed by the relevant personnel before the Team or Group commences their test day; and
 - 1.9.1.3 for which Teams or Groups will bear the responsibility of ensuring all entries are fully and accurately completed; and
 - 1.9.1.4 which at any time may be required by TEGA to be produced for inspection by the AOM or by the Stewards; and
 - 1.9.1.5 which will have every page pre-signed by TEGA to ensure that no unauthorised pages are available; and
 - 1.9.1.6 which, if lost or mislaid, will automatically prohibit any testing activity being undertaken by the Team or Group until authorised in writing by TEGA to resume testing; and
 - 1.9.1.7 which, if at any inspection pursuant to Rule D 1.9.1.4, is found to contain any missing, altered or incomplete entry, will render the Team liable to sanctions pursuant to their TLA ~~Teams' Licence Agreement~~ and/or referral to the Stewards.
- 1.9.2 Teams and Groups must ensure that the TEGA Log is fully completed in all particulars prior to the commencement of testing on each occasion a Team or Group undertakes a Test day (under Rule D 1).
- 1.9.3 In the event of a change of a Team's or Group's operational circumstances:
 - 1.9.3.1 the Team or Group so affected must in writing notify TEGA of such changes; and

- 1.9.3.2 TEGA reserves the right to revoke the Team's or Group's TEGA Log, re-issue another TEGA Log or take such action as is reasonably warranted in the circumstances

D 1.10 Tyres

~~1.10.1 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 Log Book number/s that are being tested. Only Cars for which the log book number has been advised to TEGA will be permitted to be tested.~~

Moved to D17.11

D 1.10 Not Comprising Test Days

1.10.1 The following activities will not be regarded as comprising a test day for the purposes of Rule D 1, but the fact of the activity will be made available to any other Team or Group upon application being made to TEGA:

1.10.1.1 Any activity required by AVESCO or TEGA of a Team, including but not necessarily limited to tyre testing and/or aero package testing; or

1.10.1.2 Corporate Rides (Rule E 1.1); or

1.10.1.3 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. The Demonstration Session will be run under permission from TEGA in accordance with the following conditions.

- (a) The Team or Group giving no less than five (5) working days written notice to the AOM of a request to hold a Demonstration Session, and providing full particulars of, the proposed Demonstration Session; and
- (b) The Team or Group accepting that TEGA may charge the Team or Group for the costs of the attendance of the appointed TEGA Official who must be present to supervise the Demonstration Session on behalf of TEGA; and
- (c) On the day arranged, at the track the appointed TEGA Official carrying out an inspection of the Car/s to be used before the Car/s are permitted onto the racing track;
- (d) 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
- (e) Should some safety related item on a Car require adjustment, this may be permitted only under the supervision of the appointed TEGA Official present at the track, and
- (f) Before any Demonstration Session, a Car's engine must not be started for any reason before the arrival at the venue of the TEGA official appointed to supervise the Ride, and who must give approval before a Car's engine can be started.
- (g) Subject to compliance with all this Rule D 1.10, Corporate Rides will not constitute a Test day for the purposes of Rule D 1.

1.10.1.4 Promotional activities (such as filming TV advertisements) run under permission from TEGA with conditions applied by TEGA.

1.10.2 Any activity referred to in Rule D 1.10.1, the engine of a Car must not be started for any reason before the arrival at the Test Track of the person appointed by AVESCO to supervise the Test who must give approval before a Car's engine can be started.

D 1.11 Test Ban

- 1.11.1 There is an absolute ban on Testing, Demonstrations Sessions (as defined in Rule D 1.10.1.3) corporate or media Rides in any form at any motor racing circuit or part thereof at which a Meeting is scheduled to take place within seven (7) days prior to that scheduled Meeting.
- 1.11.2 For the purposes of Rule D 1.11.1, the seven days commences at 00:01 on the Saturday preceding that scheduled Meeting.
- 1.11.3 There is an absolute ban on Teams or Groups undertaking corporate or media Rides in any form at VCS or ~~KVS~~ DVS circuit or part thereof other than their nominated Test Track prior to that circuit's rounds of either the VCS or the ~~KVS~~ DVS.
- 1.11.4 For Calendar year 2005, no Testing is permitted after 16th day of December 2005.
- 1.11.5 No Testing is permitted prior to the 31st January 2005.
- 1.11.6 No VCS Team or Group are permitted to Test from 10th day of April 2005 through to the 12th day of May 2005 inclusive.

D 1.12 Number of Cars

- 1.12.1 Teams or Groups are permitted to Test up to two (2) Cars entered in the 2005 VCS per Test day.
- ~~1.12.2 There is no limit on the number of Cars entered into the 2004 KVS that can be tested per test day.~~
- 1.12.2 Any Team or Group that tests more than two (2) Cars entered in the 2005 VCS on a test day will be deemed to have used 1 additional test day for each Car over the permitted two (2).
- ~~1.12.3 For clarification of this Rule, a Any Team or Group may Test a maximum of 2 Cars of the same model entered in the 2004 VCS and an unlimited number of Cars entered in the 2004 KVS per test day.~~
- 1.12.4 Any Team or Group that tests more than 2 Cars of the same model on a Test day will be deemed to have used one (1) additional Test day for each Car over the permitted 2.
- 1.12.5 For purposes of this Rule the Holden Commodore VY and VZ will be considered to be the same model Car.

NOTE: Rules regulating all types of V8 Supercar Rides are contained in Rule E 1.

D2 PIT BAY & GARAGE ALLOCATION

D 2.1 Pit bay and garage positions will be allocated by the AOM.

- 2.1.1 Multiple Car Teams and Single Car Teams “paired” together will be allocated Pit bay positions in 2004 championship order.
- 2.1.2 The AOM will make minor changes to this order from circuit to circuit to allow for garage walls and to maximise spacing between team pit booms; and
- 2.1.3 Assessment of the Pit lane order of Teams will commence at the Pit Lane exit.
- 2.1.4 The Pit lane allocation for Multiple Car Teams and Single Car Teams “paired” together, will be determined by the highest placed Driver in each Team or “pair” in the previous years’ final series’ points standing.

D 2.2 Teams choosing to share facilities or wanting to use a Pit Bay and/or garage adjacent to another Team will be allocated their Pit Bay and garage based upon the lowest placed Driver’s position (as determined by the previous years’ final series’ points standing).

D 2.3 In the case of a Team where a Driver in the relevant previous years’ series is no longer a member, that Driver’s replacement will assume the position which would have been occupied by the original Driver.

D 3 SAFETY

D 3.1 Use of the Race Track

At all times when Cars are on the race track, no person is allowed on the track, or across any fence or barrier leading to or near the first or second line of defence, with the exception of:

- 3.1.1 marshals and other authorised personnel in the execution of their duty;
- 3.1.2 Drivers when driving or under the direction of the marshals; and
- 3.1.3 Team members and other authorised personnel during the start procedures (Rules D 8 and D 9).

D 3.2 Drivers' Apparel & Seat Belts

Under all circumstances while driving a Car on a race track unless authorised by officials all Drivers must:

- 3.2.1 wear clothing and crash helmets that comply with Rule D 21; and
- 3.2.2 must have the safety harness (Rule C 6.2) 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 Driving Time (Sandown 500 and Bathurst 1000)

- 3.3.1 This Rule D 3.3 applies only to the ~~Melbourne~~ Sandown 500, the Bathurst 1000 and other Competitions as specified from time to time.
- 3.3.2 The maximum number of Drivers is two (2) per Car.
- 3.3.3 Each Driver must not exceed three and a half (3.5) hours of continuous driving.
- 3.3.4 For the purposes of Rule D 3.3.3, "continuous driving time" will be measured from the start of the Competition, and subsequently from the first time a Driver crosses the control line after exiting pit lane until the last time the Driver crosses the control line before entering pit lane to change Drivers, or until the Car crosses the control line at the end of the Competition.
- 3.3.5 Subject always to Rule D 3.3.3,
 - 3.3.5.1 the total driving distance for each Driver must not exceed two-thirds (2/3) of the scheduled Competition distance; and
 - 3.3.5.2 the total effective resting time for each Driver must be equal to at least one-third (1/3) of the scheduled Competition distance.

D 3.4 Driver Identification (Sandown 500 and Bathurst 1000)

- 3.4.1 The purpose of this Rule D 3.4 is to enable:
 - 3.4.1.1 enforcement of Rule D 3.3; and
 - 3.4.1.2 the timekeepers to more accurately separate individual lap times and publish them with minimal delay.
- 3.4.2 Each Driver will be issued with a small adhesive label, which must be placed on the RIGHT HAND SIDE (adjacent to the jaw) of the Driver's helmet to assist in identification.
- ~~3.4.3 During all practice and qualifying sessions every Car must stop at pit exit, where a Pit Marshal will identify the Driver.~~
- 3.4.3 The labels must also be kept in place for all practice and qualifying sessions and the Race to enable Pit Marshals to readily identify Drivers, ~~and as Cars will not be stopped at pit exit during the Competition,~~ Pit Marshals will record and transmit Drivers' identification during Driver changes.
- 3.4.4 The labels issued to each Driver must only be worn by the Driver to whom they are issued.

D 3.5 On-Track Repairs

- 3.5.1 Any repairs outside the pits may be carried out by the Driver alone using only tools or parts carried aboard the Car.
- 3.5.2 Advice given to the Driver, whether by electronic means or by voice, is not considered to contravene this Rule D 3.5.
- 3.5.3 Any replenishment of fuel, oil or coolant outside the pits is forbidden, and any replenishment carried out on the race track itself is prohibited and will entail immediate exclusion.
- 3.5.4 With the exception of the Driver and in exceptional cases of officials, nobody is allowed to touch a stopped Car under penalty of its exclusion from the race.
- 3.5.5 Pushing a Car along the race track or pushing it across the finish line is not allowed, and will incur immediate exclusion.
- 3.5.6 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.
- 3.5.7 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.

D 3.6 Rain Light

- 3.6.1 The Car's rain light must be illuminated at all times when it is running on wet-weather tyres.
- 3.6.2 The Race Director, with the agreement of the CTD Stewards and the ~~DSO~~, has the discretion to decide if a Car should be stopped because the rain light is not working and, should a Car be stopped this way, it may rejoin when the rain light has been repaired.

D 3.7 Pit Discipline

At all times Cars are on the race track, the discipline and the safety conditions in the pits and on the race track will be the same as during a race.

D 3.8 Pit Crew Safety – Incompressible Jacks

- 3.8.1 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.
- 3.8.2 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.
- 3.8.3 Specifically excluded from this Rule D 3.8 are standard wheel changing operations.

D 3.9 Signalling

- 3.9.1 Drivers must be conversant with:
 - 3.9.1.1 all the types of signals used at Meetings (set out in Schedule D 3); and
 - 3.9.1.2 the requirements imposed on Drivers consequent upon being shown the types of signals.
- 3.9.2 Drivers must always comply with the requirements of signals when shown.

D 4 BRIEFINGS

D 4.1 Competitors' & Drivers' Briefings

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

D 4.2 Competitor/Team Managers' Briefings

- 4.2.1 If provided in Supplementary/Further Regulations, the Race Director and/or the OM (or a nominee of either) will conduct a briefing for Competitors and/or Team Managers at a time and a place to be advised in the Supplementary/Further Regulations.
- 4.2.2 Failure of a Competitor or Team Manager – or their authorised representative – 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 ~~he~~ they alone may determine, will be in breach of the Rules.
- 4.2.3 An attendance sheet must be signed by each relevant person to verify attendance.

D 5 QUALIFYING

D 5.1 General

- 5.1.1 A Driver whose best time achieved in a Qualifying session exceeds the qualifying time cut-off (expressed as a percentage of the fastest Car qualifying time achieved in the relevant session) will not be permitted to further compete at the Meeting, save for exceptional circumstances accepted by the Stewards.
- 5.1.2 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 Driver be accepted in this manner, the Stewards will determine their order on the grid.
- 5.1.3 The Race Director has the right to stop any practice or qualifying session as often and for as long as necessary to clear the race track; and any time so lost will be made up where circumstances permit. In general, time will not be made up once a practice session has been extended 15 minutes beyond its nominated finishing time. 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.
- 5.1.4 All laps of practice and qualifying sessions will be timed.
- 5.1.5 In exceptional circumstances, and subject to the approval of the Stewards, ~~the CEO of AVESCO~~ has the sole discretion:
 - 5.1.5.1 to allocate the final four (4) qualifying positions in a race to Drivers who have not qualified for that race; and
 - 5.1.5.2 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.

D 5.2 ~~KVS~~ DVS Qualifying

- 5.2.1 Where the number of Cars entered for a Meeting exceeds the ASN’s applicable track density, a system will be established that enables all Cars entered for the Meeting to compete until the close of qualifying, at which time the grid will be formed subject to rule D6 and the ASN’s track density.
- 5.2.2 The details of any such system will be advised in Supplementary Regulations.

D 5.3 Qualifying Separation

- 5.3.1 In any case where the Supplementary Regulations specify qualifying sessions be separated into two sections expressed as “Upper 50%” and “Lower 50%” (or such similar expression), determination of ~~Drivers~~ Cars into one or other session will be assessed on the fastest of all times achieved by each ~~Driver~~ Car in all officially designated practice sessions; and where this separation results in an odd number of Cars, the lesser number will comprise the “Upper 50%”.
- 5.3.2 Rule D 5.3.1 will apply unless the Stewards determine that, in exceptional circumstances (e.g., but not limited to, weather/track conditions) the qualifying session separation should be abandoned or determined on another basis.

D 5.4 Endurance Rounds

- 5.4.1 A Driver may qualify one Car only, but has the right to drive several Cars entered in the Meeting in practice and qualifying sessions, provided that:
 - 5.4.1.1 the Cars are entered by the same Competitor; and
 - 5.4.1.2 the Cars have passed scrutineering; and
 - 5.4.1.3 the Driver has signed the Entry form for any such Car.
- 5.4.2 A Driver may qualify only one (1) Car and must set a time that qualifies that Driver in that Car.

D 5.5 Variable Qualifying Conditions

- 5.5.1 If no later than ~~twenty~~ thirty (230) minutes (or such other period determined by the Stewards in the interests of fairness) before the time scheduled for the beginning of the qualifying sessions, the race track is damp or wet, or to accommodate reasonably foreseeable variable conditions, the Race Director with the agreement of the Stewards may combine the qualifying sessions and the duration of the combined session will be set by the Stewards after consultation with the Race Director and the CTD.
- 5.5.2 If, due to exceptional circumstances a qualifying session can not be completed, the Stewards may allocate grid positions according to practice session times or by another criteria.

D 6 GRID DETERMINATION

D 6.1 All VCS Sprint Rounds

Unless otherwise provided in Supplementary/Further Regulations, for:

6.1.1 RACE 1

All grid positions will be determined by qualifying times however described. (D 5.1)

6.1.2 RACE 2 (where applicable)

Grid positions will be determined by:

6.1.2.1 the finishing order of Race 1; followed by

6.1.2.2 the non-finishers in the order of the number of laps completed in Race 1; followed by

6.1.2.3 Race 1 non-starters in the order of their best qualifying time.

6.1.3 RACE 3 (where applicable)

Grid positions will be determined by:

6.1.3.1 the finishing order of Race 2; followed by

6.1.3.2 the non-finishers in the order of the number of laps completed in Race 2; followed by:

6.1.3.3 Race 2 non-starters in the order of their best qualifying time, followed by

6.1.3.4 Race 1 non-finishers in the order of the number of laps completed in Race 1 followed by:

6.1.3.5 Race 1 non-starters in order of their best qualifying time.

D 6.2 ~~KVS~~ DVS Sprint Rounds

Unless otherwise provided in Supplementary/Further Regulations, for:

6.2.1 RACE 1

All grid positions will be determined by qualifying times. (D 5.1)

6.2.2 RACE 2 (where applicable)

Grid positions will be determined by:

6.2.2.1 the reversed finish order of all cars that were classified finishers in Race 1; followed by

6.2.2.2 the non point scorers in the order of the number of laps completed in Race 1; followed by

6.2.2.3 Race 1 non-starters in the order of their best qualifying time.

6.2.3 RACE 3 (where applicable)

Grid positions will be determined by:

6.2.3.1 (a) The combined Championship points received from Races 1 and 2;
(b) The Driver with the highest Championship points score' will be assigned the pole position for race 3, the Driver with the second highest Championship points score' will be assigned the second grid position for race 3 and so on;
(c) If two or more Drivers achieve the same combined Championship points score', the Driver who has achieved the higher finishing position in Race 2 will take precedence on the grid for race 3;

6.2.3.2 And then followed by race 2 non-points scorers in the order their best qualifying time.

D 6.3 VCS Endurance Rounds

Unless otherwise provided in Supplementary or Further Regulations or ~~Bulletins~~, the position of each Car on the grid will be determined by the best time set during qualifying sessions (however described) by one of the Drivers designated to form the final driving team of the Car.

D 7 STARTS, RACES, TIMING, DRIVERS

D 7.1 Starts

- 7.1.1 Unless otherwise ordered by the Stewards, starts for all Competitions will be standing starts unless D ~~10.7-8.3~~ is applicable.
- 7.1.2 A “standing start” is defined as occurring when the Car is stationary at the moment when the order to start is given.
- 7.1.3 Starting Position
 - 7.1.3.1 The relative position of all Cars prior to the start, and the method by which such positions are to be determined, are set out in Rule D 6.
 - 7.1.3.2 In the case of ~~grid~~ standing starts, Cars will be placed on the grid positions allotted to them on the organiser’s grid sheet.
 - 7.1.3.3 Spaces which have been left by Cars which do not make the grid for any race will not be filled by advancing other starters.
 - 7.1.3.4 Subject to Rule D ~~6.1~~, a Driver starting in a Car in which the Driver has not qualified for that race will start from the rear of the grid.
- 7.1.4 Starter’s Orders
 - 7.1.4.1 Drivers and Cars are under the orders of the starter when five seconds is indicated before the red light is switched on (Rules D 8.1.~~10~~ 9 and D 8.2.~~10~~ 9).
 - 7.1.4.2 Subject to Rules D 8.1.12 and D 8.2.12, any Driver not coming under starter’s orders with the Car in time will be deemed to be a non-starter.

D 7.2 Races

The composition and format of the separate races in any series or at any Meeting will be determined by AVESCO and published in these Rules, and/or in the Supplementary Regulations and in the programme.

D 7.3 Timing

- 7.3.1 In the case of a standing start, the timing will commence;
 - 7.3.1.1 where the timing apparatus is automatic, when it is operated; and
 - 7.3.1.2 in the event that the automatic timing apparatus is not operable, at the signal for the start of a race.
- 7.3.2 The completion of the first and subsequent laps will be timed when the Car crosses the control line, unless the Supplementary Regulations otherwise provide.
- 7.3.3 The timing of a Car crossing a control line will be taken at the moment when the foremost portion of the Car passes over that line or, in the case where the timing apparatus is automatic in operation, at the moment when it is operated.

D 7.4 Multiple Drivers

- 7.4.1 Subject to Rule D 7.4.2, only one Driver per Car is permitted to compete in any Meeting.
- 7.4.2 Two Drivers per Car are required for the Sandown 500, the Bathurst 1000 and any other Meetings as specified in Supplementary Regulations.

D 8 STARTING PROCEDURE

D 8.1 Sprint Rounds

- 8.1.1 Twenty minutes to Warm-up Lap: When 20 minutes remain before the warm up lap, a warning will be sounded and the starter will display a 20-Minute board to Pit Lane, At this time all Cars must be pushed into their Pit bays at an angle of 45% with the nose of the Car pointing toward Pit Exit.
- 8.1.2 Fifteen minutes to Warm-up Lap: When 15 minutes remain before the warm up lap, a warning will be sounded and the starter will display a 15-Minute board to Pit Lane, which will be the signal that the Pit Lane exit is open and Cars may proceed to the grid on one (1) observation lap, at the end of which each Car must stop on the grid in its allocated place, and pit crew may then approach the Cars for final preparation. For VCS Races, the Cars must exit Pit Lane in pit garage order (Rule D 2). A Car will not be permitted to move out of it's Pit Bay until the previous Car has wholly entered the fast lane unless the previous Car has an obvious problem and cannot exit it's Pit Bay. Only one observation lap is permitted. An audible warning will sound 2 minutes before the closure of the Pit Lane exit and also again when the Pit Lane exit is closed.
- 8.1.3 Five minutes to Warm-Up: When 5 minutes remain before the warm-up lap, a warning will be sounded and a 5-Minute board will be displayed: the Pit Lane exit will be closed at this time. Cars qualified to start but which have not taken their position on the grid may be permitted to start the race from the Pit Lane exit, pursuant to Rule D 8.1.13.
- 8.1.4 Three minutes to Warm-up: When 3 minutes remain before the warm-up lap a 3-Minute board will be displayed by the Starter.
- 8.1.5 Two minutes to Warm-up: When 2 minutes remain before the warm-up 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 and authorised officials.
- 8.1.6 One minute to Warm-up: When 1 minute remains before the warm-up lap, a further warning will be sounded, and a 1-Minute board displayed by the starter. The grid will be cleared of all personnel ~~and the Cars' engines started~~. If a Car does not start or stalls, ~~at this stage~~, 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 go straight to the Pit Lane where the Driver must be able to demonstrate to the CTD that the Car can be started on the starter motor without any external assistance.
- 8.1.7 Thirty seconds to Warm-up: When 30 seconds remain before the warm-up lap a warning will be sounded and the starter will display a 30-Second board. When the starter displays the green flag, all Cars may then proceed on a warm-up lap led by the Car on pole position.
- 8.1.8 Warm-up lap: During the warm-up lap Cars will maintain their starting order with the pole position Driver leading. Passing is only allowed in order to maintain formation.
- 8.1.9 Return to grid: When Cars return to the grid, each Car must stop on its allocated grid position. Drivers must not stop and do practice starts / "burn outs".
- 8.1.10 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 Warm-up lap, or are, at or approaching the Pit Lane exit in Pit Lane, are deemed to have come under the starter's orders.

- 8.1.11 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 to indicate the start of the race.
- 8.1.12 Flashing yellow lights: will indicate a delayed warm-up lap or aborted start, and a "Start Delayed" board will be displayed. In this case the start procedure will recommence from the 2-Minute signal and the race may be shortened under the authority of the Stewards for each aborted pre-race lap completed.
- 8.1.13 Starting from Pit Lane: Any Car that is unable to take its place on the grid at the end of its observation lap or that encounters a problem during the warm-up lap and is unable to keep up may either stay or be driven into Pit Lane instead of proceeding to the grid. The Car may then start the race from the Pit Lane exit (having come under Starter's Orders – Rule D 8.1.10 9), but only on the direction of an official, and after the rest of the field has passed the Pit Lane exit. Any Car, not having come under starter's orders (Rule D 8.1.10 9) will be deemed to be a non-starter and will receive a black flag. 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.
- 8.1.14 Car stopped on grid: 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 CTD that the Car can be started on the starter motor without any external assistance.

D 8.2 Endurance Rounds

- 8.2.1 Forty minutes to Warm-up Lap: When 40 minutes remain before the warm up lap, a warning will be sounded and the starter will display a 40-Minute board to Pit Lane, At this time all Cars must be pushed into their Pit bays at an angle of 45% with the nose of the Car pointing toward Pit Exit.
- 8.2.2 Observation Lap: Thirty minutes before the scheduled time for the warm-up lap the Cars will leave the pits for one (1) observation lap, at the end of which each Car must stop on their allocated grid positions with their engines stopped. The Cars must exit Pit Lane in pit garage order (Rule D 2). A Car will not be permitted to move out of it's Pit Bay until the previous Car has wholly entered the fast lane unless the previous Car has an obvious problem and cannot exit it's Pit Bay. Only one observation lap is permitted.
- 8.2.3 Pit Exit Closed: The Pit Lane exit will be closed 15 minutes before the warm-up lap. Any Car not having left the pit area may not start until the entire field has passed the Pit Lane exit after the start signal has been given and then only under the direction of an official. An audible warning will sound 2 minutes before the closure of the Pit Lane exit and also again when the Pit Lane exit is closed. Cars qualified to start but which have not taken their position on the grid may be permitted to start the race from the Pit Lane exit, pursuant to Rule D 8.2.13.
- 8.2.4 Five minutes and Three minutes to Warm-up: When 5 minutes, and subsequently, 3 minutes remain before the warm-up lap a warning will be sounded and a 5-Minute board subsequently followed by a 3-Minute board will be displayed by the Starter.

- 8.2.5 Two minutes to Warm-up: When 2 minutes remain before the warm-up 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 and authorised officials.
- 8.2.6 One minute to Warm-up: When 1 minute remains before the warm-up lap, a further warning will be sounded, and a 1-Minute board displayed by the starter. The grid will be cleared of all personnel and the Cars' engines started. If a Car does not start or stalls, at this stage, 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 go straight to the Pit Lane where the Driver must be able to demonstrate to the CTD that the Car can be started on the starter motor without any external assistance.
- 8.2.7 Thirty seconds to Warm-up: When 30 seconds remain before the warm-up lap a warning will be sounded and the starter will display a 30-Second board. When the starter displays the green flag, all Cars may then proceed on a warm-up lap led by the Car on pole position.
- 8.2.8 Warm-up lap: During the warm-up lap Cars will maintain their starting order with the pole position Driver leading. Passing is only allowed in order to maintain formation.
- 8.2.9 Return to grid: When Cars return to the grid, each Car must stop on its allocated grid position. Drivers must not stop and do practice starts/ "burn outs".
- 8.2.10 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 Warm-up lap, or are, at or approaching the Pit Lane exit in Pit Lane, are deemed to have come under the starter's orders.
- 8.2.11 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 to indicate the start of the race.
- 8.2.12 Flashing yellow lights: will indicate a delayed warm-up lap or aborted start, and a "Start Delayed" board will be displayed. In this case the start procedure will recommence from the 2-Minute signal and the race may be shortened under the authority of the Stewards for each aborted pre-race lap completed.
- 8.2.13 Starting from Pit Lane: Any Car that is unable to take its place on the grid at the end of its observation lap or that encounters a problem during the warm-up lap and is unable to keep up may either stay or be driven into Pit Lane instead of proceeding to the grid. The Car may then start the race from the Pit Lane exit (having come under Starter's Orders – Rule D 8.2.9), but only on the direction of an official, and after the rest of the field has passed the Pit Lane exit. Any Car, not having come under starter's orders (Rule D 8.2.9), will be deemed to be a non-starter and will receive a black flag. If the Car is driven to the grid instead of to the Pit Lane, it must start the race from the rear of the grid.
- 8.2.14 Car stopped on grid: 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 CTD that the Car can be started on the starter motor without any external assistance.

D 8.3 Race Starts by Safety Car

Refer to Rule D 10.7

D 9 STOPPING & RESTARTING RACES

D 9.1 Stopping - Red Flag

- 9.1.1 The Race Director, in consultation with the Clerk of Course, has the right to order a race to be stopped at any time, whereupon the Clerk of Course or the Race Director will order the red flag to be displayed simultaneously at all marshals' posts. When the red flag is displayed, all Drivers must immediately reduce the speed of their Cars in the knowledge that:
- 9.1.1.1 the race classification will be that at the end of the penultimate lap before the lap in which the signal to stop the race was given;
 - 9.1.1.2 race and service vehicles may be on the track;
 - 9.1.1.3 the circuit may be totally blocked because of an accident;
 - 9.1.1.4 weather conditions may have made the circuit undriveable at racing speed;
 - 9.1.1.5 the pit lane will be open; and
 - 9.1.1.6 any overtaking is strictly prohibited.
- 9.1.2 Unless permitted by Supplementary/Further Regulations, refuelling is prohibited during a red flag period however, in the case where a Car has entered Pit Lane and passed the Pit Lane speed restriction sign prior to the display of the red flag, refuelling of that Car is allowed.
- 9.1.3 If a race can be restarted, the procedure to be followed after a race has been stopped will vary according to the number of laps completed by the leading Car before the signal to stop the race was given. The relevant procedures are set out in Rules D 9.2, D 9.3, D 9.4 and D 9.5.

D 9.2 Restart - Case A

- 9.2.1 This Rule D 9.2 will apply if the race was stopped after less than two full laps had been completed by the lead Car.
- 9.2.2 The original start will be deemed null and void.
- 9.2.3 The length of the restarted race will be the full original race length unless the Stewards direct a shorter length or time.
- 9.2.4 The Drivers who were eligible to take part in the race will be eligible for the restart but only in the Car in which they started the aborted race.
- 9.2.5 After the signal to stop the race has been given, all Cars able to do so will proceed slowly and directly to:
- 9.2.5.1 (if the grid is clear) to their original grid position; or
 - 9.2.5.2 (if the grid is not clear) to a position behind the last grid position as directed by the marshals; or
 - 9.2.5.3 the pit lane.
- 9.2.6 All Cars may be worked on, except that refuelling is prohibited unless D 9.1.2 applies.
- 9.2.7 If work on a Car is carried out on the grid, it must be done at the Car's original grid position and must not impede any preparations for the new start.

D 9.3 Restart – Case B

- 9.3.1 This Rule D 9.3 will apply if the race is stopped after two or more full laps, but less than 75 percent of the race distance/duration (rounded up to the next lap/minute) has been completed by the leading Car.
- 9.3.2 Other than the race order at the end of the penultimate lap before the lap in which the signal to stop the race was given and the number of laps covered by each Driver, the original race will be deemed null and void.
- 9.3.3 The length of the restarted race will be three (3) laps less than the original race distance less the number of laps completed by the leading Car before the signal to stop was given unless the Stewards approve a shorter length or time.

- 9.3.4 The grid for the restarted race will be arranged in the race order at the end of the penultimate lap before the lap in which the signal to stop the race was given; the grid positions will not be closed up should any Cars be unable to start.
- 9.3.5 Only Cars which took part in the original start will be eligible to re-start and then only if they returned under their own power by an authorised route to either the Pit Lane, to a position behind the last grid position as directed by the marshals, or to the grid.
- 9.3.6 Cars may be worked on in the pits or on the grid, but subject to Rule D 9.1.2, no refuelling is permitted at this time; see Rule D 9.3.8.
- 9.3.7 If work on a Car is carried out on the grid, it must be done at the Car's allocated grid position and must not impede any preparations for the new start.
- 9.3.8 If a Car returns to the pits for refuelling, such refuelling may only commence after the restart, after which the Car may rejoin the race.

D 9.4 No Restart

- 9.4.1 After 75% distance/duration has been completed.
 - 9.4.1.1 This Rule D 9.4.1 will apply if the race was stopped after 75% or more of the original race distance/duration (rounded up to the next lap/minute) had been completed by the lead Car.
 - 9.4.1.2 The Cars will be sent directly to the parc ferme and the race will be deemed to have finished, and the race classification will be the race order at the end of the penultimate lap before the lap in which the signal to stop the race was given.
- 9.4.2 When 75% distance/duration has not been completed.
 - 9.4.2.1 This Rule D 9.4.2 will apply if the race was stopped after two or more full laps, but less than 75 percent of the race distance/duration (rounded up to the next lap/minute) had been completed by the lead Car and due to extreme circumstance the Race cannot be restarted.
 - 9.4.2.2 The Cars will be sent directly to the parc ferme and the race will be deemed to have finished, and the race classification will be the race order at the end of the penultimate lap before the lap in which the signal to stop the race was given.

D 9.5 Case A & B Restarts

- 9.5.1 Unless otherwise specified in Supplementary Regulations, in each case the race will be restarted at the two (2) minute signal, at which time the Pit Lane exit will close.
- 9.5.2 Any Car, which is unable to take its position on the grid before the two (2) minute signal, will be directed to the pits, and it may start from the Pit Lane exit as specified in Rule D 8.

D 10 SAFETY CAR (“SC”) PROCEDURES

D 10.1 Intervention

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

D 10.2 Identification

10.2.1 The SC will be marked SAFETY CAR on the rear in letters of similar dimensions to those of the race numbers and on the side in suitable dimensions. Alternatively or additionally, with the approval of the Race Director, an electronic sign may be attached to the light bar to display the words SAFETY CAR.

10.2.2 The SC will have three flashing yellow lights on the roof each powered by a different electrical circuit and at least one clearly visible rearward facing green light. It will be driven by an experienced circuit Driver. It will carry an approved observer capable of recognising all the competing Cars, who is in permanent radio contact with race control.

D 10.3 Commencement of a race

Prior to the warm-up lap the SC will take up position at the front of the grid and remain there until the five (5) minute signal (for Endurance Rounds) or the two (2) minute signal (for Sprint Rounds). At this signal the SC will cover a whole lap of the circuit and enter the pit lane or the place determined by the Race Director.

D 10.4 Deployment of SC During a Race

10.4.1 The SC will be deployed to neutralise a race upon the decision of the Race Director. It will normally be used if competitors or officials are in immediate physical danger but the circumstances are not such to necessitate stopping the race.

10.4.2 When the order is given to deploy the SC during the race, all flag posts will display a waved yellow flag and a SC board which will be displayed until the intervention is over.

10.4.3 When notified of the SC intervention (by the flag signals and SC boards), all Cars will reduce speed and line up behind the SC maintaining the same speed as the SC. Overtaking of the SC is forbidden unless signalled to do so by the observer in the SC, at which time the Car may overtake the SC and continue at reduced speed until the Car reaches the line of Cars behind the SC. The SC will be used at least until the leader or other relevant Car is behind the SC.

10.4.4 During the race, the SC with its flashing lights on, will start from the Pit Lane and will join the race track regardless of where the race leader may be.

10.4.5 When ordered to do so by the Race Director, the observer in the SC will use a green light on the rear of the Car (or other signal) to signal individual Cars between it and the race leader (or other relevant Car – e.g. should the leader stop, the next Car in the line will take that position – this Car may not necessarily be the second place Car) that it should pass, and such Cars will continue at reduced speed and without overtaking until they reach the line of Cars behind the SC.

10.4.6 The SC will be used at least until the race leader (or other relevant Car) is behind it and generally when all remaining Cars are lined up behind it.

10.4.7 All Cars must maintain the same speed as the SC whilst in convoy and the same speed as the Car in front. All Drivers must maintain a maximum distance of five (5) Car-lengths from the Car in front. The Stewards ~~Race Director~~ may impose a penalty upon any Driver who is considered to have gained an unfair advantage (inadvertently or not) from a breach of this Rule; and should a Driver breach this Rule for the benefit of another, both may be penalised.

10.4.8 While the SC is in operation, Drivers may stop at their Pit Bay, but may only rejoin the track when the Pit Lane exit is open. Pit Lane exit will be open at all times except

when the SC and the line of Cars following it are about to pass, or are passing, the Pit Lane exit; and also after a restart. A Car rejoining the track must proceed at reduced speed until it reaches the end of the line of Cars behind the SC.

10.4.9 Unless otherwise advised in Supplementary/Further Regulations, Cars may commence a CPS (Rule D 11.1) while the Safety Car board is displayed.

10.4.10 Under certain circumstances, such as the pit straight being blocked by an incident, the Race Director may ask the SC to drive through the Pit Lane. In these cases, and provided it's orange lights remain illuminated, all Cars must follow it into the pit lane without overtaking. Any Car entering the Pit Lane under these circumstances may stop at its designated garage area.

D 10.5 End of SC Deployment

10.5.1 When the Race Director calls in the SC, it will extinguish all the flashing lights and enter the pits at the end of that lap.

10.5.2 As the SC is entering the pits, the yellow flags and SC boards at the flag posts will be withdrawn.

10.5.3 When the SC has pulled off the circuit and the Cars are approaching the control line, a green light/green flag will be shown at the start line and all flag posts will wave a green flag.

10.5.4 Overtaking or any degree of overlapping remains strictly forbidden until the Cars pass the control (timing) line unless a Car slows with an obvious problem.

10.5.5 The green flags will be withdrawn after one lap.

10.5.6 If the race ends whilst the Safety Car is deployed it will enter the Pits at the end of the last lap and the Cars will take the chequered flag without overtaking or any degree of overlapping.

D 10.6 Race Laps

Unless otherwise provided in Supplementary/Further Regulations

10.6.1 In VCS Rounds, each lap while the SC is deployed will be counted as a race lap.

10.6.2 In ~~KVS~~ DVS Rounds, the first five (5) total laps completed during the SC intervention will not be counted as race laps; but after the completion of the fifth (5th) intervention lap, any further laps under the SC will be counted as race laps. For avoidance of doubt, a race distance may be extended by up to 5 laps and any change of position (eg. a lap lost due to a pit stop) will be reflected in the results.

10.6.3 In races expressed in time rather than in distance or a number of laps, each lap of the SC intervention will be counted as a race lap.

D 10.7 Race Starts by SC

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

10.7.2 In a Rule D 10.7.1 case, at the 5-minute signal (for Endurance Rounds) or the two (2) minute signal (for Sprint Rounds), the flashing yellow lights of the SC will be turned on, which will be the signal to drivers that the race will be started behind the SC.

10.7.3 When the starter extinguishes the red light, the SC will leave the grid with all the Cars following in single file and grid order no more than five (5) Car-lengths apart. The race will be considered started when the leading Car crosses the control line at the end of this lap. The SC will withdraw in the prescribed manner when the Race Director considers it safe to do so.

10.7.4 Overtaking during the first lap is permitted only if a Car is delayed when leaving its grid position and the Cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

- 10.7.5 Any driver – stationary after the remainder of the Cars had crossed the starting line – who is thus delayed leaving the grid, may not overtake another moving Car and must form up at the back of the line of Cars behind the SC. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

D 10.8 Race Finishes by SC

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

D 11 PIT STOPS

D 11.1 Types

11.1.1 Discretionary Pit Stops (“DPS”):

- 11.1.1.1 May be undertaken at any time during any practice, warm-up or Qualifying (however described) session, or race;
- 11.1.1.2 Are for making adjustments or ‘running repairs’ to a Car, or changing tyres and/or other matters which require rectification;
- 11.1.1.3 In which no refuelling is permitted unless specifically authorised in Supplementary Regulations; and
- 11.1.1.4 Are not permitted while a Car is subject to any PLP (Schedule B 4).

11.1.2 Compulsory Pit Stops (“CPS”):

- 11.1.2.1 May be prescribed in Supplementary Regulations;
- 11.1.2.2 Will involve undertaking one or more prescribed tasks, e.g. replacing wheels/tyres, refuelling, brake pad changes or other specified task/s;
- 11.1.2.3 Will be delineated by a “window” expressed as a number of laps completed by the race leader, within which prescribed tasks must be undertaken;
- 11.1.2.4 Unless otherwise advised in Supplementary/Further Regulations, Cars may commence a CPS while the Safety Car board is displayed;
- 11.1.2.5 Unless otherwise stated in Supplementary or Further Regulations, a Car will be deemed to commence a CPS when the Car crosses the line (real or imagined) that separates the race track from the pit lane, and Judges of Fact may be appointed in Supplementary/Further Regulations to determine when a Car commences a CPS;
- 11.1.2.6 Any Driver prevented from commencing a CPS because the race was stopped under a red flag, and not being re-started, will have one (1) lap deducted from the total number of laps that Driver achieved in the stopped race;
- 11.1.2.7 Unless permitted by Supplementary/Further Regulations, no work on a Car – other than the prescribed tasks – will be permitted to be undertaken at a CPS; and
- 11.1.2.8 No CPS can be undertaken while a Car is subject to a PLP (Schedule B 4).
- 11.1.2.9 Should the leading Car complete the number of laps required to open the CPS window while the SC boards and flags are displayed, the leading Car must complete three (3) laps after the SC boards and flags have been withdrawn to open the CPS window. The lap on which the CPS window closes will not be affected by this Rule.
- 11.1.2.10 At a Sprint Round Drivers who have completed a CPS must turn off the CPS light (C 13.13) before exiting Pit Lane.

11.1.3 Refuelling Pit Stops:

- 11.1.3.1 Unless permitted in Supplementary Regulations, no refuelling may be undertaken at any pit stop during a race;

11.1.3.2 Where refuelling is permitted during any DPS or CPS, refuelling must be carried out in accordance with Rule D 11.9.

11.1.4 CPS for Tyre Changes:

11.1.4.1 In the event of circumstances preventing a Team from replacing a Car's wheels/tyres at a CPS, the Team may be permitted to complete the CPS by other than replacing the wheels/tyres only with the prior express approval of the CTD and subject to his directions; and any such approval and/or directions are not subject to any protest or appeal.

11.1.4.2 At any Sprint Round a minimum of two (2) wheels/tyres must be replaced during a CPS subject to the provisions of Rule D11.1.4.1.

D 11.2 Personnel

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

11.2.1.1 Six (6) people across the prescribed line when carrying out any pit stop in any race; ~~d~~ or

11.2.1.2 Eight (8) people across the prescribed line when carrying out any pit stop in either the Sandown 500 or the Bathurst 1000 or other Competitions where specified in Supplementary Regulations;

and only those numbers of people may work on a Car throughout a pit stop.

11.2.2 One of the people in either part of Rule D 11.2.1 must be the Car Controller;

11.2.2.1 through whom the Competitor will be responsible for the safe operation of all pit stops;

11.2.2.2 whose primary duty is to ensure that the pit stop is carried out safely and in accordance with all applicable Rules;

11.2.2.3 who must be primarily positioned near the front of the Car while it is in its pit bay; and

11.2.2.4 who must not undertake any work at all on a Car at any pit stop; and

11.2.2.5 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.

11.2.3 Only one of the people in either part of Rule D 11.2.1 ~~must~~ may operate the Air Jack during a pit stop. This person is not permitted to assist in any way the with the wheel/tyre changing part of a pit stop.

11.2.4 Other than the people numbered in Rule 11.2.1, 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 have crossed the prescribed line and to be working on the Car.

11.2.5 Where Supplementary Regulations permit a change of Driver, the Driver leaving the Car may assist the incoming Driver with tasks such as adjust/fasten seatbelts, adjust/change the seat, adjust the mirrors, connect radio links and/or drink bottle replenishment and such tasks will not be counted as working on the Car, conditional upon only such tasks being performed.

D 11.3 Air Impact Tools

11.3.1 Only the impact tools and gas pressure regulators that appear in Schedule D 4 of these Rules are permitted to be used for any wheel changing operations during any pit stop.

11.3.2 Unless otherwise specified in Supplementary/Further Regulations, the use of two (2) air impact tools only is permitted for wheel changes at any pit stop unless Rule D 11.7.9.2 applies.

- 11.3.3 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.
- 11.3.4 The use of extra high pressure (EHP) air/nitrogen bottles is not permitted at any time.

D. 11.4 Pit Lane

- 11.4.1 Includes the pit signalling area, the lane closest to the pit signalling wall called the 'fast lane' and the lane closest to the pit garages called the 'inner lane' which includes all the Pit Bays.
- 11.4.2 Any central corridor separating the 'inner lane' and the 'outer lane' is reserved for authorised officials only.
- 11.4.3 Any area of the pit access road outside of the designated Pit Lane speed limit area will be considered as part of the race track.
- 11.4.4 Speed Limit: is 40 km/h in pit lane at all times and if exceeded:
- 11.4.4.1 during any practice or qualifying session (however described) may result in the Driver being referred to the Stewards; and
- 11.4.4.2 in any race, the Race Director may apply a PLP (Schedule B 4); and
- 11.4.4.3 in either case, the Driver may be referred to the Stewards for any other penalty provided by the Rules.
- 11.4.5 Clearance: The minimum height clearance for rigs/air lines/ etcetera extending over the pit lane is two (2) metres.
- 11.4.6 Pit Wall Structures: No equipment may be placed on the pit signalling wall at any time. No structures are permitted to be erected, placed or constructed in the area at the pit signalling wall used by Teams or officials. For clarification, this means that no Team is permitted to use a structure that contains seats or bench space or overhead shade or monitors or other equipment in the area at the pit signalling wall used by Teams or officials. This does not prevent teams from using beacons, signalling boards or laptops in this area provided that all times, Rule D11.4.6 is complied with.
- 11.4.7 No lines or other markings may be painted onto any part of the pit lane.
- 11.4.8 Unless otherwise provided for in Supplementary/Further Regulations, a maximum of one only pit bay boom per two (2) Car Team is permitted at any time during any race. Three (3) Car and four (4) Car teams will be permitted to use two booms at all times, subject to the approval of the AOM.
- 11.4.9 Single Car teams "paired" together at a Meeting must place their pit bay booms next to each other. Any such arrangement must be constructed to the approval of the AOM.
- 11.4.10 During the course of any qualifying session, all Cars, once they have entered Pit Lane, must remain in Pit Lane whilst not on the track. At no time will any Car be allowed in its garage or the paddock areas, until the official qualifying session has ended and the Car has cleared all scrutineering checks except with the express permission of the CTD. It will not be permitted to work on a Car after the qualifying session has ended until the Car has cleared all scrutineering checks except with the express permission of the CTD. Any Car that does not comply will be excluded from such a session.
- 11.4.11 Pit Lane Parking
- 11.4.11.1 During all Practice and Qualifying 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

- 11.4.11.2 Cars participating in the Shootout will be required to park nose out towards pit exit at an angle of approximately 45 degrees in their Pit Bay prior to the start of the Shootout and when the Car re-enters Pit Lane from the race track.
- 11.4.11.3 During all Races all Cars will be required to parallel park in their Pit Bay.

D 11.5 Procedures

- 11.5.1 Signalling Personnel: Only three (3) Team members per Car are permitted at the pit signalling wall.
- 11.5.2 Race Start:: Only officials and media personnel specifically authorised by the Race Director, are permitted at the pit signalling wall from the time the Cars move off on the warm-up lap.
- 11.5.3 Overshooting: If a Driver passes his Pit Bay before stopping, the Car may be pushed backwards to its Pit Bay by its pit crew.
- 11.5.4 Reverse gear: Use of reverse gear anywhere in the Pit Lane is absolutely forbidden.
- 11.5.5 Exiting Pit Lane:
- 11.5.5.1 During any practice and qualifying sessions (however described) Cars exiting Pit Lane will be under the control of officials and may be directed to stop at or near the Pit Lane exit for checking as required.
- 11.5.5.2 Unless required otherwise (e.g. during a Safety Car period) ~~during any race~~ at all times, Cars will exit Pit Lane under the responsibility of the Driver.
- 11.5.5.3 A Car exiting the Pit Lane must always do so wholly within the 'fast lane'.
- 11.5.6 Engines:
- 11.5.6.1 Engines may remain running at any pit stop.
- 11.5.6.2 For tuning or regulating purposes, the engine may be re-started with the help of an auxiliary energy source.
- 11.5.6.3 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.
- 11.5.7 Prohibited Work:
During any race, it is forbidden to change cylinder blocks (crankshaft case and cylinders) or the bodyshell structure, under penalty of exclusion.
- 11.5.8 Prohibited Devices:
- 11.5.8.1 Except for electric cooling fans, the use of any spark-generating device or high-temperature device is prohibited in/on any part of the pit lane.
- 11.5.9 Working on a Car During A Race:
- 11.5.9.1 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.
- 11.5.9.2 If a Car is removed from the Pit lane or garage during any race, the Car will be excluded from the race.
- 11.5.9.3 In any race, each Team is permitted to work on only one Car at a time in the Pit Lane or the Team's Pit Bays.
- 11.5.10 Working on a Car in any Practice or Qualifying session:
- 11.5.10.1 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.
- 11.5.10.2 If a Car is removed from Pit Lane during any qualifying session or shootout, the Car will be excluded from such a session.

11.5.11 Drivers:

11.5.11.1 Any change of Drivers must take place only in the Pit bay or Pit garage and under the supervision of officials.

11.5.11.2 During any race a Driver may only drive the Car in which the Driver has been nominated at the conclusion of qualifying or as provided by Supplementary Regulations.

11.5.12 Pit Exit Opening

11.5.12.1 Cars are not permitted to leave their Pit Bay prior to the opening of Pit Exit for any session or the observation lap prior to a Race.

11.5.12.2 Cars participating in the Shootout are not required to comply with Rule D 11.5.12.1 above.

11.6 Securing Equipment

11.6.1 Pit booms/gantries:

11.6.1.1 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.

11.6.1.2 A maximum of one only pit boom per two (2) Car Team is permitted during any race. Subject to Rule D 11.4.8

11.6.1.3 Three (3) Car and four (4) Car Teams will be permitted to use two booms at all times, subject to the approval of the AOM.

11.6.2 Gas bottles: All gas bottles must be securely fixed to the Pit Garage structure at all times.

11.7 Use of Equipment/Tools

11.7.1 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.

11.7.2 During any pit stop all equipment and parts (however described) must always be under the complete control of those people permitted to work on a Car pursuant to Rule D 11.2.

11.7.3 Each Car must be completely free of all hoses, tools and any other equipment before leaving its pit bay, and the rear wheels of a Car must not roll over any hose in the pit bay either upon entry to – or egress from – its pit bay.

11.7.4 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.

11.7.5 All parts and equipment must be kept entirely within the inner (working) lane of Pit Lane at all times.

11.7.6 A Competitor may be penalised if any of its parts or equipment cross into another Competitor's Pit Bay.

11.7.7 The rear wheels of a Car must not at any time roll or pass over any parts or equipment under the control of its Team.

11.7.8 Air jacks must always be manually operated from the Pit Garage side of the Car during any pit stop.

11.7.9 During all CPS's at a Sprint Round, Teams must have two (2) air impact tools allocated to each side of the Car.

11.7.9.1 Only two (2) air impact tool are permitted to be used during a CPS unless Rule D 11.7.9.2 applies.

11.7.9.2 In the event of a failure of an air impact tool during a CPS, 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.

11.7.9.3 The failed air impact tool must be placed next to the replacement tool before the replacement tool is permitted to be used.

- 11.7.9.4 Throwing an air impact tool from one Team member to another is not permitted.
- 11.7.9.5 No air impact tool is permitted to be used on both sides of a Car during a CPS.

11.8 Safety

- 11.8.1 It is highly recommended that all Team personnel permitted across the prescribed line to assist with any pit stop should at all times wear protective helmets which should be such as to provide adequate protection for the circumstances in which such personnel undertake their tasks.
- 11.8.2 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 pits.
- 11.8.3 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.
- 11.8.4 When warming up a Car's engine the Car must be moved outside its Pit Garage unless either an extraction fan or an exhaust extension, which directs exhaust fumes outside the Pit garage, is used.

D 11.9 Refuelling

- 11.9.1 Where permitted, refuelling must be carried out in accordance with this Rule and with the provisions of Rule D 20 and Schedule D 6.
- 11.9.2 Of the numbers of people referred to in Rule D 11.2, 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.
- 11.9.3 Where a refuelling tower is used, there must always be present a person to operate the "deadman's handle"; such person will not be counted as one of the people referred to in Rule D 11.2, but must not undertake any work on a Car at any pit stop.
- 11.9.4 For the entire period of any refuelling 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.
- 11.9.5 Competitors must supply and maintain at least two (2) effective dry chemical fire extinguishers functioning correctly each with a minimum capacity of 4.5 kilograms in each pit bay under the Team's control.

D 12 FINISHING AND RESULTS

D 12.1 Crossing Finishing Line

- 12.1.1 The finishing line is the final control line.
- 12.1.2 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.
- 12.1.3 The Pit Exit will close as the winner receives the chequered flag.

D 12.2 Classification

- 12.2.1 To be classified as a finisher, a Car must:
 - 12.2.1.1 cross the finishing line under its own power;
 - 12.2.1.2 after the winner has crossed the finishing line; and
 - 12.2.1.3 must have covered at least seventy-five (75%) of the distance covered by the winner.
- 12.2.2 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.

D 12.3 Dead Heat Finish

- 12.3.1 A dead heat finish will occur when two or more Cars cross the finishing line at exactly the same time.
- 12.3.2 In the case of a dead heat the Drivers will share the prize allotted to their place in the classification and the next following available prize or prizes.
- 12.3.3 In no case where a dead heat occurs will the Competition be re-run.

D 12.4 Effect of Protest

- 12.4.1 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.
- 12.4.2 Where a Protest has been lodged, the outcome of which might modify the classification of the Competition, the organisers will only publish a provisional classification and will withhold all prizes until a final decision concerning the Protest (including appeals as provided in Rule B 5) has been reached.
- 12.4.3 Notwithstanding Rule D 12.4.2, where a Protest affects only part of the classification, such part of the classification which is not affected by the Protest may be published definitively and the corresponding prizes distributed.

D 12.5 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:

- 12.5.1 Any protests received within the time limit (Rule B 4.5 or B4.14) and remaining unresolved;
- 12.5.2 Any unresolved judicial matters the outcome of which are likely to impact on the finishing classification; and
- 12.5.3 Any unresolved scrutineering matters the outcome of which are likely to impact on the finishing classification.

D 13 PARC FERME

D 13.1 Description

- 13.1.1 The Parc Ferme is the place to which competitors are obliged to bring their Cars, the location of which may be specified in Supplementary/Further Regulations.
- 13.1.2 A Parc Ferme is compulsory for all Competitions in which scrutineering is provided for.
- 13.1.3 The area between the finish line and the designated Parc Ferme will be governed by the same requirements as the Parc Ferme itself.
- 13.1.4 Organisers, in conjunction with the CTD, will ensure that the Parc Ferme will be of adequate dimensions and well secured so as to ensure that no unauthorised person may gain access while Cars are within its bounds.

D 13.2 Officials' Control

The CTD and officials ~~appointed by the promoters:~~

- 13.2.1 will be responsible for the operation of the Parc Ferme;
- 13.2.2 will maintain surveillance of the Parc Ferme; and
- 13.2.3 only such officials, and any officials appointed by the relevant ASN or AVESCO for the purpose, will be authorised to give directions and orders to competitors within the Parc Ferme.

D 13.3 Access Restricted

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

D 13.4 Cars Must Go To

- 13.4.1 At the conclusion of the final race of each Meeting, unless otherwise directed by the CTD, all Cars must proceed directly to the Parc Ferme without interference, except by the marshals if required.
- 13.4.2 At the conclusion of all other races at any round of either the DVS or the VCS, or other Meetings as may be specified, selected Cars may be detained for the minimum time required by the CTD, IPO or the Stewards.
- 13.4.3 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.
- 13.4.4 All Cars will remain in Parc Ferme until at least thirty (30) minutes after the posting of the provisional results or until the Stewards order their release.
- 13.4.5 At the discretion of the Stewards, Cars which have not been placed in Parc Ferme, may not be classified.

D 13.5 Restricted Activities

- 13.5.1 No intervention of any kind with a Car is allowed unless authorised by the CTD.
- 13.5.2 No operation, checking, tuning or repair of any Car is permitted in the Parc Ferme unless authorised by the CTD, and then only as provided in these Rules or in the Supplementary or Further Regulations or Bulletins.

D 13.6 Impounding

Any Car regardless of its place may be impounded pursuant to Rule B 4.6 in the Parc Ferme, or at any other location designated by an authorised official. In the case of any Car so impounded, the cost of examination (if any) and replacement of gaskets etcetera will be payable by the competitor, save as provided in Rule B 4.6.

D 14.1 Prize Money

- 14.1.1 Prize money and its distribution to competitors in any Meeting is the sole responsibility of AVESCO.
- ~~14.1.2 To be eligible for Entry and Prize money competitors must have executed a Teams' Licence Agreement.~~

D 14.2 Series' Trophies

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

- 14.2.1 AVESCO will present the VCS trophies; and
- 14.2.2 AVESCO and ~~Konica Australia~~ the DVS Series Sponsor will present the ~~KVS~~ DVS trophies, at the Season End Award Night.
- 14.2.3 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 rounds only are not required to comply with this Rule.

D 14.3 Series' Races to Count

- 14.3.1 All Races in each Round of the ~~KVS DVS~~ and the VCS will count in determining the final result of the ~~KVS DVS~~ Championship and the VCS Championship.
- 14.3.2 At the end of Round 10 of the VCS, the lowest point scoring round attended by each Driver in the VCS will be dropped from that Driver's VCS series point score.
- 14.3.3 All rounds of the VCS after the conclusion of Round 10 will be counted in each VCS Driver's overall point score.
- 14.3.4 A maximum of 12 Rounds of the VCS per Driver will count in determining the final result of the VCS Drivers Championship.
- 14.3.5 Results from Meetings not forming a Round of either the ~~KVS~~ DVS or the VCS will have no bearing on the determination of either Championship.

D 14.4 Determination of Driver's Series Points

- 14.4.1 Drivers will be awarded series points on the general classification in each race in each Round of each series, subject to any penalties imposed.
- 14.4.2 For the ~~KVS~~ DVS:
 - 14.4.2.1 Series points will be awarded according to the tables contained in Schedule D 1;
 - 14.4.2.2 The aggregate point score achieved by each Driver in a Round will become the ~~KVS~~ DVS points for that Round.
 - 14.4.2.3 Non-finishers any one race will not be awarded ~~KVS~~ DVS points for that race.
 - 14.4.2.4 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.
 - 14.4.2.5 In the event of two 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.
- 14.4.3 For the VCS:
 - 14.4.3.1 Series points will be awarded according to the tables contained in Schedule D 2;
 - 14.4.3.2 The aggregate point score achieved by each driver in a Round will become the VCS points for that Round.

- 14.4.3.3 Non-finishers in any one race will not be awarded VCS points for that race.
- 14.4.3.4 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.
- 14.4.3.5 At rounds 9 & 10, points awarded to each Driver will be the full points awarded to the Car. For the avoidance of doubt, this means, for example the winning Drivers at the Bathurst 1000 will each receive 192 points.
- 14.4.3.6 In the event of two 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.
- 14.4.4 If a Race is stopped after more than 50% of the scheduled race distance/duration has been completed by the leading Car and cannot be restarted, full race points will be awarded as per Schedules D1 and D2.
- 14.4.5 If a Race is stopped after less than 50% of the scheduled race distance/duration has been completed by the leading Car and cannot be restarted, no points will be awarded.

D 14.5 Determination of VCS Teams Championships

- 14.5.1 The two (2) Car Team with the highest combined point score from both it's Cars at the end of the VCS series will be determined the VCS Champion Team.
- 14.5.2 The one (1) Car Team with the highest point score by Car at the end of the VCS series will be determined the VCS Single Car Champion Team.
- 14.5.4 Rule D 14.3.2 will not apply to the calculation of series points for Teams Championships in Rules D14.5.1 and 14.5.2.

D 14.6 Determination of DVS Privateers Cup

- 14.6.1 The highest placed Privateer Driver at the end of the DVS series will be determined the Privateers Cup Champion.
- 14.6.2 Only Drivers driving in the DVS for Teams not grouped with Level 1 and Level 2 Teams are eligible to be Privateer Drivers.
- 14.6.3 Teams must nominate before round 1 of the DVS if they wish their Drivers to be entered in the Privateers Cup. Acceptance of any Driver nominated for the Privateers Cup will be at the sole discretion of AVESCO.

D 15 PARITY

D 15.1

There will be a parity system that will automatically identify any disparity between the various makes and models of cars competing in the Championship. This system will also identify the magnitude of any disparity and provide a process where changes to the specification of the Cars required to address the disparity, can be identified. The system is based on an automatic analysis of lap times, directly from the AVESCO timing system after each Round.

D 15.2

The TEGA Board will annually appoint the TEGA Parity Committee who will undertake Parity reviews after each round of the VCS. They will report their findings following the guidelines set by the TEGA Board, which will be advised to the Teams from time to time.

D 16 WEIGHING OF CARS DURING OFFICIAL SESSIONS

- 16.1 In order to check compliance with C5.1.3, Cars may be weighed in Pit Lane at anytime during, or at the conclusion of any qualifying sessions as follows:
- 16.1.1 Weigh Scales will be positioned in Pit Lane, as close as is practical to Pit Entry.
- 16.1.2 Cars will be selected to be weighed at random, and a Driver will be informed that his Car has been selected to be weighed by means of a red light that will be located at the beginning of Pit Lane
- 16.1.3 Once a Car has been selected to be weighed, and shown the red light, the Driver must proceed directly to the weigh scales and stop his engine. The Driver must then follow all directions of the Officials within the weighing area
- 16.1.4 Each Car selected will be weighed with the Driver onboard. If the Car is found not to comply with the Rules with the Driver onboard, it will be reweighed without the Driver.
- 16.1.5 If any Car is unable to reach the weigh scales under its own power, it will be placed under the exclusive control of Officials who will take the Car to be weighed.
- 16.1.6 If a Driver fails to position his car correctly on the weigh scales (other than the normal forwards/backwards push) the Driver will be advised, and he should proceed onto the circuit without stopping at his pit, complete one lap and return to the weighing area to be weighed.
- 16.1.7 A Car or Driver may not leave the weighing area without the prior consent of the Officials
- 16.1.8 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.
- 16.2 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 there official capacity.)
- 16.3 Judges of Fact will be appointed for the operation and results of the weigh scales used in Pit Lane
- 16.4 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.
- 16.5 Failure to comply with the directions of Officials to weigh a Car/Driver when instructed or failure to comply with the weight regulations, will result in the exclusion of the Cars/Driver's qualifying times to that point in the qualifying session. The Team will be notified of such failure and the Driver should represent his car for rechecking. After being informed of such failure, the onus rests with the Driver to stop at the weighing area to have his/her car rechecked on the next pit visit even if this means queuing behind another car already being checked. Failure to have their car rechecked in this manner will result in the exclusion of the Cars qualifying times from that session.

D 16.1 Scales To Be Located In Pit Lane

~~The weigh scales dedicated for use in the Championship may be installed in the Pit Lane for the duration of each qualifying session. The weight obtained from these scales will be viewed as fact and are the only vehicle weights recognised at each event and will not be the subject of protest. At any time during a qualifying session, at the end of a qualifying session, or on a random basis during the event or at the end of a race, competitors may be~~

~~directed onto the scales for weight checks. The Racing Weight of the car, with the Driver on board, will be measured in accordance with these Regulations. If the racing weight is under weight, the car shall be weighed again without the Driver.~~

~~D 16.2 Driver To Position Car Correctly~~

~~If a Driver fails to position his car correctly on the weigh scales (other than the normal forwards/backwards push) the Driver will be advised, and he should proceed onto the circuit without stopping at his pit, complete one lap and return to the weighing area to be weighed.~~

~~D 16.3 Engine To Be Stopped~~

~~During or at the conclusion of qualifying sessions the engine must be stopped when the car is in position at the weighing area and must be started using it's internal starting power when leaving the Pit Lane weighing scale area.~~

~~D 16.4 Competitor Damage To Scales~~

~~Should a competitor damage the weigh scales through negligence sufficiently to render them unusable for the remainder of that qualifying session, then their qualifying times from that session will be disallowed and the competitor will be liable for the cost of any necessary repairs.~~

~~D 16.5 Vehicle Unable To Reach Weighing Area~~

~~If a car is unable to reach the weighing area under it's own power it will be placed under the exclusive control of the officials who will take the car to be weighed.~~

~~D 16.6 Vehicles Not To Leave Weighing Area~~

~~A car or Driver may not leave the weighing area without the consent of the CTD or his nominated representative.~~

~~D 16.7 No Substance To Be Added To Vehicle~~

~~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 or has finished the race or during the weighing procedure (except by the scrutineer acting in his official capacity.)~~

~~D 16.8 Officials Only In Weighing Area~~

~~Only scrutineers and officials (and the Driver being weighed) may enter the weighing area. No intervention of any kind is allowed unless authorised by such officials.~~

~~D 16.9 Penalty For Non Compliance~~

~~Failure to comply with the directions of officials to weigh a Car/Driver when instructed or failure to comply with weight regulations, will result in the exclusion of the Driver's qualifying times to that point in the qualifying session. The Team will be notified of such failure and the Driver should represent his car for rechecking. After being informed of such failure, the onus rests with the Driver to stop at the weighing area to have his/her car rechecked on the next pit visit even if this means queuing behind another car already being checked. Failure to have their car rechecked in this manner will result in the exclusion of the Cars qualifying times from that session.~~

D 17 TYRES

D 17 TYRES

D 17.1 General

- 17.1.1 Only the Dunlop control compound and construction tyre nominated by AVESCO (the “control tyre”) may be used to test, practice or qualify for, or compete in, any Meeting or Rides.
- 17.1.2 At all times the control tyres remain the property of AVESCO and title in the control tyres will not pass to any Team or other entity or person.
- 17.1.3 All control tyres must only be allocated to a Team for use on a Car or Cars identified by their log book number and no control tyres may be transferred between Teams. Control tyres allocated to a Car or Cars entered for competition under either a Category Level 2 or Category Level 3 TLA/s are only permitted to be used on such Car or Cars.
- 17.1.4 Teams are not permitted to wholly or partially cover or remove any official marking or label placed on the Control Tyres by TEGA, AVESCO or Dunlop.

D 17.2 Order & Payment for Supply

- 17.2.1 Control Tyre Order Forms for control tyres will be made available by AVESCO to Teams at least 45 days prior to each Meeting.
- 17.2.2 Level 2 and Level 3 Teams must ensure that the Control Tyre Order Form advises the AVESCO CFO of the allocated tyres intended to be used at the Meeting to which the Order Form relates.
- 17.2.3 Submission of the Order Forms by Teams to AVESCO will be deemed to be a firm commitment by that Team for its tyre requirements for the Meeting to which the order form relates.
- 17.2.4 Payment for the supply of dry control tyres:
 - 17.2.4.1 by Level 1 Teams must be received by AVESCO no later than 28 days prior to the commencement of each Meeting; and
 - 17.2.4.2 by Level 2 and 3 Teams must be made no later than the time at which such Teams take delivery of the tyres.
- 17.2.5 Any Team failing to meet the relevant deadline contained in Rule D 17.2.4 will not be supplied with any new control tyres for the relevant Meeting.
- 17.2.6 Level 2 and Level 3 Teams may obtain up to the nominated number of control tyres or may nominate, prior to the time that the control tyre selection takes place, a number of previously allocated control tyres. The Team must advise the CTD in writing of the Serial Numbers of the previously allocated control tyres, as well as having advised the AVESCO CFO as required in Rule D 17.2.2.
- 17.2.7 Having just entered into a new TLA or having purchased a TLA without purchasing a Car belonging to the Transferor, or having resumed the operational control of a TLA following the conclusion of a period of a sub-licence of such TLA, Teams may obtain up to six (6) new control tyres through AVESCO only for the purposes of testing that Car prior to their first Meeting, but only after such a Car has been registered with, and a Car number has been issued by, AVESCO, subsequent to which the allocation of new tyres will be made pursuant to this Rule D 17.2.

D 17.3 Selection

- 17.3.1 At each Round of a series, at a time stated in the Supplementary or Further Regulations, control tyres will be randomly selected, numbers will be recorded and the tyres allocated to Cars by the CTD, and this allocation process will be open to scrutiny by any Team.
- 17.3.2 A list of numbers of tyres allocated to Cars will be available from the CTD to Teams following the completion of the tyre allocation process.

- 17.3.3 At each Meeting, control tyres will be marked/coded by the CTD to visually identify such tyres as authorised for use at that Meeting.

D 17.4 Fitment

- 17.4.2 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.
- 17.4.3 The fitting of control tyres for the top ten Drivers in the VCS point score will be done first and any Driver in this group may “claim” the tyres of any other Driver in the top ten before they have been fitted to rims. Only three Drivers may “claim” tyres at any one Meeting after being given permission by the CTD. For the purposes of this rule as applied to the opening two Rounds in the VCS in 2005, the top ten will be the first ten points scorers in the 2004 VCS.

D 17.5 Replacement Tyres

- 17.5.1 There will be no new replacement control tyres, so it will be each Team’s responsibility to ensure that they have sufficient previously marked used control tyres to cover any emergencies.
- 17.5.2 Permission to use previously marked used control tyres will be at the CTD’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 CTD to replace the tyres.
- 17.5.3 If any replacement control tyres are fitted, the Car to which the tyres are fitted must start from the rear of the grid in the subsequent race.

D 17.6 Wet Weather Tyres

- 17.6.1 A maximum number of wet weather control tyres are permitted for use at any Meeting, other than Endurance Rounds at which there is no restriction on wet weather control tyre numbers.
- 17.6.2 Wet weather tyres will be of moulded construction, no further cutting or modifications are is permitted.
- 17.6.3 Wet weather tyres may be ordered through AVESCO by any Team, regardless of TLA Level, at any time up to and including the days of a Meeting.
- 17.6.4 Wet weather tyres ordered at any time pursuant to Rule D 17.6.3 must be paid for by the Team no later than the time at which the Team takes delivery of the tyres.

D 17.7 Tyre Allocation

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

17.7.1 TABLE 1 - Meetings other than the DVS:

Round	Dry	Wet
Melbourne F1 GP	8	8
Adelaide	16	N/A
Eastern Creek	10	10
Pukekohe	12	12
Hidden Valley	10 <u>12</u>	10 <u>12</u>
Barbagallo	12	12
Queensland Raceway	10	10
Oran Park	12	12
Sandown	16	N/A
Bathurst	24	N/A

Shanghai	12 Race	12
(see Rule D17.7.1.1)	8 Practice	
Surfers Paradise	10 <u>12</u>	10 <u>12</u>
Symmons Plains	12	12
Phillip Island	12	12

- 17.7.1.1 Teams are not permitted to use practice tyres from their tyre bank at the Shanghai Meeting. Each Car will be permitted to purchase eight (8) new practice tyres at the event.
- 17.7.1.2 Cars will be required to be transported to the Shanghai Meeting on wheels fitted with 4 travel tyres which must be usable wet tyres.
- 17.7.1.3 All tyres other than travel tyres used at the Shanghai Meeting will be stripped by Dunlop and returned to Australia by sea freight for inclusion in Teams' tyre banks.

17.7.2 TABLE 2 - each Meeting of the DVS:

Round	Dry	Wet
Adelaide	8	8
Wakefield Park	8	8
Eastern Creek	8	8
Queensland Raceway	8	8
Mallala	8	8
Bathurst	8	8
Phillip Island	8	8

D 17.8 Transfer and Disposal of Tyres

A "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 TLA with TEGA.

A "transferee" means that person or entity to whom a Car is transferred.

A "transferor" means that person or entity who transfers a Car.

- 17.8.1 Teams must not dispose of any control tyre other than as provided in this Rule and all control tyres, regardless of their condition, must be returned to Dunlop in accord with this Rule D 17.8.
- 17.8.2 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 TLA, transfer to the transferee such control tyres allocated to the Car as detailed in item 5 of the Transfer Form (Rule E 4.2.1);
- 17.8.3 All control tyres must be returned to Dunlop only at a Meeting.
- 17.8.4 Teams must not, under any circumstances, attempt to or sell, give, lend or otherwise dispose of any control tyre to any other person or entity.
- 17.8.5 Teams that sell their TLA or who undergo a change of control in their TLA to another team but who do not sell their car/s will be entitled to retain the tyres allocated to that team for such period as they maintain control over the car/s provided that within a period of 9 months from the date of sale or change of control in the TLA, if they have not executed a new TLA or become a party to a TLA, then the transferor will return all control tyres to Dunlop.

D 17.9 General

- 17.9.1 Only allocated new or nominated control tyres may be used for qualifying and racing at any Meeting.

17.9.2 Control Tyres are of three types:

17.9.2.1 Practice tyres – are limited to eight (8) and it is the responsibility of each Team to ensure that such tyres are:
(a) previously allocated to the Team; and
(b) nominated for use on a specific Car by the Team to the CTD; and
(c) marked as practice tyres for the Meeting by the CTD.

17.9.2.2 Race tyres – which must:
(a) be new or nominated control tyres; and
(b) have been obtained by the Team, and marked by the CTD for use on a specific Car at a Meeting; and
(c) in the case of Level 2 and 3 Teams, may be the nominated previously allocated tyres as provided by Rule D 17.2.6.

17.9.2.3 Wet weather tyres – as defined and regulated in Rule D 17.6.

17.9.3 Control tyres must be used in accordance with the following table:

Session	Practice Tyres	Race Tyres	Wet Tyres
Meeting Rides	Yes	No	Yes
Practice Sessions	Yes	Yes	Yes
Qualifying	No	Yes	Yes
Shoot-Outs	No	Yes	Yes
Warm-Ups	Yes	Yes	Yes
Races	No	Yes	Yes

17.9.4 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 CTD.

17.9.5 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 sixty (60) dry tyres and a total of sixteen (16) wet tyres per TLA controlled by that Team. These maximum numbers include any travel tyres.

D 17.10 Offences

17.10.1 At any Meeting, a Team must not use any tyre other than the control tyre specified in Rule D 17.1.1.

17.10.2 Teams must not use control tyres for any purpose other than at, or in testing for, a Meeting or Rides.

17.10.3 A Team must not exchange any control tyre with any other Team, competitor or person.

17.10.4 Teams must not dispose of any control tyre in any way other than that permitted by Rule D 17.8.

17.10.5 Teams must not cut or modify any wet weather control tyre.

17.10.6 Teams must not chemically treat or alter in any way any control tyre.

17.10.7 Removal of Build-Up

17.10.7.1 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 8 locations on any one tyre.

17.10.7.2 The removal of additional “build-up” to allow closer inspection of a tyre must not be carried out without the prior express permission of the CTD

17.10.7.3 Other than as provided in this Rule, Teams must not remove tyre “build-up” from any control tyre by any means other than by driving.

17.10.8 Teams must not use any form of automatic Tyre Pressure Control device.

17.10.9 No Team may seek or accept the direct supply of control tyres from Dunlop.

17.10.10 Teams must not use any artificial device which heats or warms – or retains heat or warmth in – tyres, whether the tyres are mounted on wheels or not, and regardless of whether the wheels are attached to a Car.

- 17.10.11 Teams must not cover control tyres at a Meeting; tyres must remain open to view at all times.
- 17.10.12 Teams must not use any device or any process which artificially cools – or reduces the temperature of – tyres whether the tyres are mounted on wheels or not and regardless of whether the wheels are attached to a Car.

D 17.11 Test Tyres

- 17.11.1 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 log book number has been advised to TEGA will be permitted to be tested.

D 18 Engine Change

D 18.1 Engine Change - General

- 18.1.1 The engine fitted to a Car when it is presented for scrutineering at a Meeting will be marked and recorded by the CTD. It is the responsibility of each Competitor to ensure that this marking remains intact and legible at all times.
- 18.1.2 The engine fitted to a Car must not be changed without the prior express approval of the CTD. Save for D18.3.1, the approval to change an engine will only be given if it can be verified by the CTD that the engine has suffered a mechanical failure.
- 18.1.3 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.
- 18.1.3 If an engine change is approved by the CTD, the replacement engine must be marked and recorded by the CTD prior to its use. It is the responsibility of each Competitor to ensure that this marking remains intact and legible at all times. The CTD must advise the Stewards that the approval to change an engine has been given.
- 18.1.4 On a maximum of two (2) occasions only during the course of the VCS or ~~KVS~~ DVS, at a Sprint Round, a Team will be permitted to conduct an engine change in a Car after the commencement of the first qualifying session without incurring a penalty as prescribed in Rules D18.2.2 and D18.2.3.

D 18.2 Engine Change - Sprint Rounds

- 18.2.1 If an Engine change is approved by the CTD, and has been completed prior to the Car participating in the first qualifying session, no penalty will be applied.
- 18.2.2 Subject to D18.2.1, if an engine change is approved by the CTD prior to the start of the first Race, the relevant Car will have its qualifying times disallowed and will be placed at the back of the starting grid for Race 1.
- 18.2.3 If an engine change is approved by the CTD following the first or any subsequent Race, the relevant Car will be placed at the back of the starting grid for the next Race of that Meeting.

D 18.3 Engine Change – Endurance Rounds

- 18.3.1 At an Endurance Round, it is permitted to change the engine fitted to a Car only once during the Meeting without penalty.
- 18.3.2 If an engine change is approved by the CTD in addition to that permitted in D18.3.1, the relevant Car will have its qualifying times disallowed and will be placed at the back of the starting grid for the Race.

D 19 IN CAR ITEMS

D 19.1 Radios

19.1.1 Frequencies

- 19.1.1.1 At the time of completing the Entry/Registration form for a Meeting, Competitors must provide details of the radio frequencies to be used by their Team in order that these can be checked against the frequencies used by the organisers' emergency services and the licensing authority.
- 19.1.1.2 In the case of conflicting frequencies, a Competitor may be required to make adjustments prior to being given approval to use radio equipment.
- 19.1.1.3 It is the responsibility of all Competitors to conform with Government legislation which requires that all two-way radios must be operated on frequencies that are registered with the Australian Communications Authority.
- 19.1.1.4 As part of compliance with Rule E 2.5, 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.
- 19.1.1.5 Any method or device which prevents listening access to Teams' radio transmissions is forbidden.
- 19.1.1.6 Any Competitor that has changed its radio frequencies from those nominated on its yearly Entry form, must notify McCall Communications before the conclusion of scrutineering at a Meeting

19.1.2 Monitoring Race Management Channel ("RMC")

- 19.1.2.1 In their own best interests it is strongly recommended that all Competitors monitor, on a strictly listening basis only, the RMC on their radios at all Meetings.
- 19.1.2.2 The RMC frequency will be advised in a bulletin. ~~the Supplementary /Further Regulations.~~
- 19.1.2.3 Any and all information obtained from such monitoring of the RMC must be regarded as advisory in nature only and such information will have no regulatory basis or purpose.

D 19.2 Cameras

No in-Car cameras other than those fitted by personnel authorised by the Broadcaster or those required by TEGA, and fitted in accordance with Rule B 3.3, are permitted without prior written approval of the CTD.

D 19.3 Tools

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

D 19.4 Automatic Timing – Data 1 Transmitter

- 19.4.1 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.
- 19.4.2 Data 1 transmitters are available from Dorian Industries, 53 Glenvale Road, MULGRAVE, Victoria, 3170; telephone (03) 9562 2199 / facsimile (03) 9561 5830.
- 19.4.3 At all times when a Car is on the race track at a Meeting, it must have the correct fully charged timing transmitter operating, and fitted in a position located 1800 mm from the leading point of the Car to the centre of the transmitter (plus/minus 5 mm), which distance will be measured parallel to the Car's longitudinal centreline from a vertical plane (at 90 degrees to this centreline) located at the leading point of the Car.

D 20.1 Health Warning

- 20.1.1 Participants are reminded that fuels, oils, lubricants and coolants are highly specialised substances.
- 20.1.2 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.
- 20.1.3 Some of the contents of these fuels, oils and lubricants are suspected of having the potential to cause cancer in some instances.
- 20.1.4 The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

D 20.2 Specified Fuel

For the duration of a Meeting:

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

D 20.3 Sampling

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

D 20.4 Refuelling In Pit Lane – Schedule D6

- 20.4.1 For any refuelling undertaken in pit lane at any Meeting, the procedures in Schedule D6 must be adopted, unless Supplementary /Further Regulations provide otherwise.
- 20.4.2 Any refuelling in a pit garage or paddock area not utilising these procedures must be completed with the engine turned off and with a fire attendant present.
- 20.4.3 Under no circumstances will refuelling be permitted on the race track.
- 20.4.4 Refuelling Towers
 - 20.4.4.1 Are the only refuelling method permitted during any session or race.
 - 20.4.4.2 Are only permitted for use if specified in Supplementary/Further Regulations; and
 - 20.4.4.3 Must be of “siamese” configuration conforming with the requirements of Schedule D6.

D 21 APPAREL REQUIREMENTS

D 21.1 Helmets and HANS® device

18.1.1 It is compulsory that at all times a Car is on the race track during Competition, all Drivers must wear a crash helmets and a correctly attached HANS® device as listed in FIA Technical List No. 29, which meet the requirements of one of the following standards:

1. ~~Snell Foundation SA-2000~~
2. ~~SFI Foundation Inc, SFI Spec 31.1A or 31.2A~~
3. ~~British Standard - BS 6658-85 Type A/FR~~

21.1.2 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, ~~listed above~~, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of this regulation.

21.1.3 Decoration of helmets is potentially dangerous to the integrity of the helmet, and competitors are warned that the use of any paint or solvent on an approved helmet is hazardous and may render the helmet non-compliant for the purposes of these regulations.

D 21.2 Apparel – General Requirements For Drivers

21.2.1 At all Meetings while their Cars are on the race track during Competition, all Drivers must wear overalls as well as long underwear, a balaclava, socks and shoes homologated to the ~~FIA 1986 or FIA 8856-2000 Standard and~~, Gloves homologated to the FIA 8856-2000 or FIA 1986 standard.

21.2.2 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.

21.2.3 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.

Please note:- The FIA 1986 standard is only valid for gloves until the 31/12/2005.
~~are not yet included in the FIA 8856-2000 standard and thus only the FIA 1986 standard applies to gloves.~~

~~Please note:- The FIA 1986 standard is only valid until the 31/12/2004.~~

D 21.3 Apparel – General Requirements for Pit Crew

21.3.1 All people working on Cars must wear shoes and socks, neck to ankle covering, and at least a short sleeved shirt.

21.3.2 Apparel made from synthetic materials should not be worn by people working on Cars.

21.3.3 In addition to complying with Rule D 21.3.1, on race days all pit crew must be neatly attired; promoters are authorised to refuse entry to the pit area of people unsuitably dressed.

21.3.4 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 pit stop, must be attired as per the requirements of Rule D 21.3.5.

21.3.5 Specified Apparel

21.3.5.1 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.

~~One-piece overalls of flame-resistant materials extending from neck to wrists to ankles; and where such overalls consist of a single layer of material, separate flame-resistant underwear extending from neck to wrists to ankles must also be worn.~~

~~18.3.5.2 — A flame-resistant balaclava which covers the entire head and neck save for one or two eye openings.~~

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

21.3.5.3 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.

~~18.3.5.5 — Socks and gloves which comply with the requirements of the FIA 1986 or FIA 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 2000 Standard.~~

D 21.4 Apparel – General Requirements for Passengers during Rides

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

- Safety Helmet which meets the requirements of one of the following standards:

1 Snell Foundation SA 2000

2 SFI Foundation Inc, SFI Spec 31.1A or 31.2A

3 British Standard - BS 6658-85 Type A/FR

- Overalls homologated to the FIA 1986 or FIA 8856-2000 Standard.

- Gloves conforming to the FIA 1986 standard.

- Closed non synthetic shoes.

D 21.5 Apparel – Enforcement

Where apparel, not complying with the requirements of this Rule D 21, 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 CTD 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 22 MARKINGS ON CARS

Subject to this Rule, all Car markings must comply with the provisions of Schedule D7.

D 22.1 Windscreen Numbers

- 22.1.1 On the 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.
- 22.1.2 The numerals must be:
 - 22.1.2.1 150mm in height, and
 - 22.1.2.2 printed in Helvetica Bold; and
 - 22.1.2.3 'Day-Glo yellow' in colour; and
 - 22.1.2.4 placed 50 mm from the lower edge of the upper windscreen band and 50 mm from the side edge of the windscreen.

D 22.2 VCS Series Identification

- 22.2.1 Unless otherwise specified in Supplementary/Further Regulations, all Cars competing at any VCS Meeting must carry the series' identification decals mounted as indicated in Schedule D7.
- 22.2.2 A space 500mm wide and 120mm high located immediately above the race number on each side of the Car is required for the event sponsor.
- 22.2.3 A space 200mm wide and 200mm high positioned forward of the competition number on the door or front guard on each side of the Car is required for the series sponsor.

D 22.3 ~~KVS DVS~~ Series Identification

- 22.3.1 Unless otherwise specified in Supplementary/Further Regulations, all Cars competing in any Round of the KVS DVS must carry the Series identification decals mounted as indicated in Schedule D7.
- 22.3.2 A space 500mm wide and 120mm high located immediately above the race number on each side of the Car is required for the event sponsor.
- ~~22.3.3 Where KVS Competitors take part in VCS endurance rounds, the KVS series identification decals should be mounted on the rear quarter panel.~~

D 22.4 Series' Identification Decals

The ~~AVESCO Assistant Operations Manager~~ AOM will supply Competitors with the relevant series' decals.

D 22.5 Competition Numbers

- 22.5.1 At all times while participating in any AVESCO approved activity:
 - 22.5.1.1 Cars must have competition numbers affixed; and
 - 22.5.1.2 no two or more Cars may have the same competition number displayed.
- 22.5.2 All competition numbers must conform to the minimum requirements set out in Schedule D7 of these Rules
- ~~22.5.3 The figures of the competition numbers be black on a white rectangular background; and for light coloured cars, there must be a black line 50mm wide all around the white rectangular background.~~
- ~~22.5.4 Numbers must be of the typeface known as "Helvetica Bold".~~
- 22.5.3 Prior to 28th January 2005, all Teams must submit for approval to AVESCO a complete Car colour graphic illustration or photograph representing the proposed number font and colour scheme that the Team intend to use in 2005.
- 22.5.4 AVESCO will reply in writing to each Team within 7 days of receiving the proposed number font / colour scheme either granting approval or suggesting modifications to meet the minimum requirements under these Rules.

D 22.6 Other signage

- 22.6.1 Signage on windows must conform to the requirements set out in Schedule D7 of these Rules.
- 22.6.2 Signage on the remaining parts of the bodywork is free save that written permission must be obtained from AVESCO prior to the use of any numerals.
- 22.6.3 The surname of each Driver (and co-Driver) must be displayed on the lower edge of each rear door window in 100mm Helvetica Bold as set out in Schedule D7.

D 22.7 Variation

Notwithstanding the requirements of this Division, AVESCO 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 AVESCO and after such approval, any variations must be noted in the Car's CAMS Log Book.

D 23 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

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

D24 EVENT LOGISTICS

D 24.1 Airfreight Restriction

24.1.1 It is strictly prohibited to airfreight Cars and equipment too and from New Zealand for any V8 Supercar Meeting.

24.1.2 In exceptional circumstances permission may be granted by TEGA, after consultation with the CTD, to airfreight a Car or Car components that have been extensively damaged as the result of an on track incident.

D 24.2 Equipment Limit

24.2.1 Those events for which the freighting of Cars is by means of Air freight ("Fly Away Events") by way of Supplementary Regulations, Teams will be limited in the quantity of freight that they may be permitted to take.

24.2.2 Freight in excess of that permitted is strictly prohibited.

SCHEDULE D 1

POINTSORE SYSTEM for KONICA MINOLTA V8 SUPERCAR DEVELOPMENT SERIES

(Rule D 14.4.2)

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	31	32
1 Clipsal 500	Fri 30 min	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
	Sat 30 min	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
2 Wakefield Park	Sun 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sun 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sun 35 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
3 Eastern Creek	Sun 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sun 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sun 35 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
4 Queensland Raceway	Sun 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sun 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sun 35 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
5 Mallala	Sat 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sat 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sun 35 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
6 Bathurst	Fri 30 min	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
	Sat 30 min	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
7 Phillip Island	Sun 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sun 20 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
	Sun 35 min	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2

SCHEDULE D 2
POINTSCORE SYSTEM
for
V8 SUPERCAR CHAMPIONSHIP SERIES
(Rule D 14.4.3)

Round	Event	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	31	32
1	Clipsal 500	Sat 250km	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
		Sun 250km	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
2	Placemakers V8 International	Sat 100km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 140km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 140km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
3	Barbagallo	Sat 120km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 140km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 140km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
4	Eastern Creek	Sun 140km	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
		Sun 140km	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
5	Shanghai	Sat 100km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 140km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 140km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
6	Hidden Valley	Sat 100km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 100km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 100km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
7	Queensland Raceway	Sun 280km	192	186	180	174	168	162	156	150	144	138	132	126	120	114	108	102	96	90	84	78	72	66	60	54	48	42	36	30	24	18	12	6
8	Oran Park	Sun 140km	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
		Sun 140km	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
9	Betta Electrical 500	Sun 500km	192	188	184	180	176	172	168	164	160	156	152	148	144	140	136	132	128	124	120	116	112	108	104	100	96	92	88	84	80	76	72	68
10	Bathurst 1000	Sun 1000km	192	188	184	180	176	172	168	164	160	156	152	148	144	140	136	132	128	124	120	116	112	108	104	100	96	92	88	84	80	76	72	68
11	Gillette V8 Supercar Challenge	Sat 100km	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
		Sun 140km	96	93	90	87	84	81	78	75	72	69	66	63	60	57	54	51	48	45	42	39	36	33	30	27	24	21	18	15	12	9	6	3
12	Symmons Plains	Sat 100km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 150km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 150km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
13	Grand Finale	Sat 100km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 140km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
		Sun 140km	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2
Note: Co Drivers in rounds 9 & 10 will both receive full points for their placing at the round.																																		
Note: Drivers must drop the points from their worst round up to and including Round 10.																																		

SCHEDULE D 3

SIGNALLING

NOTE: The provisions of this Schedule has been extracted from Appendix H to the ISC, with some amendments to suit Australian motor racing conditions.

1. SIGNALLING - GENERALLY

- 1.1** In the supervision of the race track, the Clerk of Course, the Race Director and the marshals' posts rely largely on the use of signals to contribute to the Drivers' safety and enforce the regulations.
- 1.2** Signals are given in daylight by the different coloured flags which may be supplemented, or under some circumstances, replaced by lights.
- 1.3** It is necessary to warn Drivers of any modifications made to the Course arrangements since they became familiar with the track in practice etc. Should some such particular abnormality become permanent, there is no point in continuing to signal it for more than two laps, as by that time Drivers should be familiar with it and the flag concerned then becomes available for the use in other cases.
- 1.4** Black and white signal boards of similar dimensions to the flags may also be used for certain signals: these should be clearly specified in the Regulations for the event concerned.
- 1.5** At night the flags may be replaced by lights and reflective panels, but all Drivers will be made aware of this at a briefing beforehand. Yellow lights at each post are obligatory for events run at night (see 3.2 below)
- 1.6** It will be deemed a serious breach of these Rules if a Driver fails to take any action stated herein to be required by the display of a flag or signal, and the Race Director ~~Stewards are~~ 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.

2. FLAG SIGNALS TO BE USED AT THE START LINE

- 2.1 The National flag:** This flag is normally used to start the race if the starting lights are not functioning. The starting signal, using the flag, should be given by lowering the flag, it having been raised above the starter's head after all Cars are stationary. It will be raised for between 3 and 5 seconds before being lowered.
Should the national flag not be used for any reason, the colour of the flag (which should not cause confusion with any other flag described in this Schedule), should be specified in the Supplementary 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 session or a race using other than a chequered flag. Simultaneously, each flag post around the circuit should also wave a red flag.
The red flag may also be used by the Clerk of the Course or the Race Director (or their nominees) to close the circuit.
- 2.3 Black and white chequered flag:** This flag will be waved to signify the end of a practice or qualifying session or a race, and upon display, after having crossed the finishing line all Drivers must proceed to the pit or paddock area by following the race track, or as directed by officials.
- 2.4 Black flag:**
 - 2.4.1** This flag will be used to inform the Driver concerned that he/she must stop at their pit, or at the place designated in the Supplementary Regulations 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, the Team concerned will be informed of the decision as soon as practicable. Where the Clerk of Course or the Race Director use the Black Flag in certain circumstances, the Stewards will be deemed to have authorised the use of that flag.
- 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:**
- 2.5.1** This flag will be used to inform the Driver concerned that his/her Car has mechanical problems likely to endanger the Driver or others and means that the Driver must stop at their pit on the next lap.
- 2.5.2** When the mechanical problems have been rectified to the satisfaction of the CTD, the Car may rejoin the race.
- 2.5.3** The orange disc will be 400mm in diameter.
- 2.5.4** This flag will be shown motionless and accompanied by a black board displaying in white the number of the Car of the Driver concerned.
- 2.5.5** Normally the decision to show this rests with the Clerk of Course or the Race Director, however it may be taken by the Stewards. ~~The team concerned will be informed of such decision as soon as practicable.~~
- 2.6 Black and White flag divided diagonally:**
- 2.6.1** This flag will be shown once only and is a warning to the Driver concerned that he has been reported for unsporting behaviour.
- 2.6.2** This flag will be shown motionless and accompanied by a black board displaying in white the number of the Car of the Driver concerned.
- 2.6.3** Normally the decision to show this rests with the Clerk of Course or the Race Director, ~~however it may be taken by the Stewards provided that this is stipulated in the regulations. The Team concerned will be informed of such decision as soon as practicable.~~
- 2.7 Additional Flag Points:** The flags referred to in this article 2 may also be displayed at places other than the start line should the Clerk of Course or the Race Director deem this necessary.

3. FLAG SIGNALS TO BE USED AT FLAG POSTS

3.1 Red flag:

- 3.1.1** This will be shown waved only on instruction from the Clerk of Course or the Race Director when it becomes necessary to stop a practice or qualifying session or a race by other than the chequered flag.
- 3.1.2** All Drivers are required to slow down immediately and proceed to the pit lane (or the place foreseen by the regulations of the Event), and must be prepared to stop if necessary.
- 3.1.3** Overtaking is not permitted.

3.2 Yellow flag:

- 3.2.1** This is a signal of danger and will be shown to Drivers in two ways with the following meanings:
- 3.2.1.1** Single waved: Drivers must reduce speed, must not overtake and must be prepared to change direction. The flag indicates there is a hazard beside or partly on the track.
- 3.2.1.2** Double waved: Drivers must reduce speed, must not overtake and must be prepared to change direction or stop. The flag indicates there is a hazard wholly or partly blocking the track.
- 3.2.2** Waved yellow flags will normally be shown only at the flag post immediately preceding the hazard.

- 3.2.3 To allow Drivers to brake in good time, this being necessary because of the presence of an obstacle in the sector where the yellow flag/s is/are being waved, the proceeding flag post will give a warning signal in the form of a yellow flag being shown motionless ie. a warning signal will be given at the two posts preceding a hazard.
- 3.2.4 Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.
- 3.2.5 Yellow flags will not be shown in the pit lane unless there is an incident of which the Driver should be made aware.
- 3.3 **Yellow flag with Red Stripes:**
 - 3.3.1 This will be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil, water, dirt etc on the track in the area beyond the flag.
 - 3.3.2 This flag will be displayed, depending on the circumstances, for at least four laps unless the surface returns to normal beforehand.
 - 3.3.3 It is not necessary for the sector beyond where this flag is being shown to display a green flag.
- 3.4 **Light Blue flag:** This will normally be waved, as an indication to a Driver that he/she is about to be overtaken. It has different meanings during practice and qualifying sessions and a race:
 - 3.4.1 At all times: A stationary flag will be displayed to a Driver leaving the pits if traffic is approaching on the track.
 - 3.4.2 During practice and qualifying: A Driver must give way to a faster Car which is about to overtake the Car at which the flag is directed.
 - 3.4.3 During a race: The flag will normally be shown to a Car about to be lapped and, when shown, the Driver concerned must allow the following Car to pass at the earliest opportunity. *The blue flag will not be used for cars on the same lap and contesting a position.*
- 3.5 **White flag:** This flag will be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag post.
- 3.6 **Green flag:**
 - 3.6.1 This will be used to indicate that the track is clear and will be waved at the flag post immediately after the incident that necessitated the use of one or more yellow flags.
 - 3.6.2 This flag may also be used, if deemed necessary by the Clerk of Course or the Race Director, to signal the start of a warm-up lap or the start of a practice or qualifying session.

4. STARTING LIGHTS

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

SCHEDULE D 4**(Rule D 11.3)****AIR IMPACT TOOL AND REGULATOR REGISTER**

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

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

SCHEDULE D 5

(Rule D 1.8)

PRE-TEST NOTIFICATION FORM

To the AVESCO Assistant Operations Manager,

1.....

(~~T~~L~~A~~ eams Licence Agreement Name)

hereby requests permission from AVESCO to conduct a Test day on/...../ 2005.

The details of the Test day are contained below:

2. Competition Numbers: (a) VCS.....

(b) ~~KVS~~ DVS

3. CAMS Log Book Numbers: **(a)** VCS.....

(b) ~~KVS~~ DVS

4. Test Circuit:.....

5. Competition Numbers of other Cars Testing:.....
(if known)

6. Signed:.....

Name:.....

7. Date of this notification:...../...../.....

This form must be lodged with the AOM at least 48 hours prior to the commencement of any Test Day. Form should be faxed to 03 5429 6768

SCHEDULE D 6

REFUELLING PROCEDURES **(Rule D 20)**

1. GENERAL

1.1 Refuelling During Sessions and Races

- 1.1.1 All refuelling during any session or Race must only be carried out using a refuelling tower.
- 1.1.2 Refuelling towers must only be used when specifically permitted in the Supplementary and/or Further Regulations.
- 1.1.3 At all times while refuelling during any session or Race, all requirements and procedures described in these Rules must be complied with.

1.2 All Other Refuelling

All refuelling other than that carried out during a session or a Race must be carried out in the Pit garage or the paddock area, always with the Car's engine switched off and with a Fire Attendant present.

2. SAFETY

2.1 Provision of Extinguishers

For all Meetings each Competitor must provide at least 2 x 4.5-kg dry chemical fire extinguishers, in working order, for each Pit Bay or Garage.

2.2 Fuel Storage - Areas

All areas in which fuel is being stored must be:

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

2.3 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.

2.4 Attendants

2.4.1 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.

2.4.2 All Attendants must be attired as specified in Rule D 21.3.5.

2.4.3 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.

2.5 Operation – Refuelling Towers

2.5.1 The refuelling tower must either remain behind the prescribed line or be wholly within the pit garage (whichever is appropriate) and must not be moved once filled.

2.5.2 The Fire Attendant must be “ready for action” during any refilling operations.

2.5.3 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.

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

2.6 Approval of Installations and Equipment

All installations and equipment must be specifically approved by the CTD prior to any Meeting during which refuelling is permitted in pit lane.

2.7 Earthing

2.7.1 Each Pit garage area is equipped with two grounding connections.

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

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

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

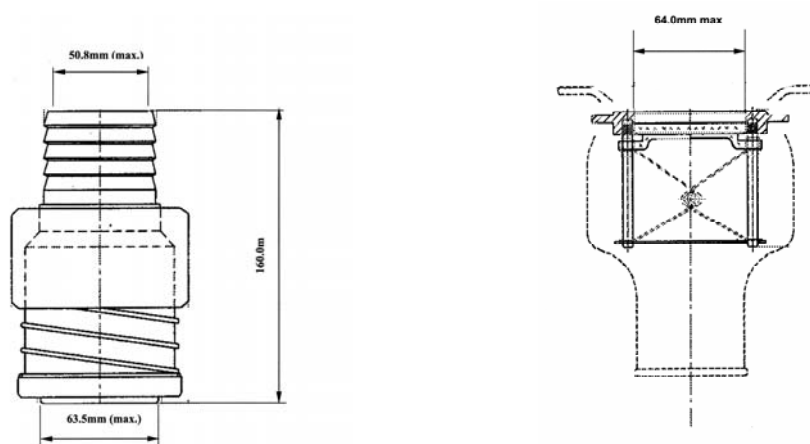
2.8 Vehicle Stationary

The Car must be stationary at all times during refuelling.

2.9 Dry Break Fittings

2.9.1 All refuelling and venting operations in Pit Lane must only be carried out using male and female dry-break fittings, which conform to all FIA requirements.

2.9.2 Diagram 1: General Design of Dry Break Fittings



Standard dry break fittings (male and female)

2.9.3 Maintenance

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

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

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

3. REFUELLING TOWER

Requirements

All towers must conform to the following:

- 3.1 The maximum capacity of the tower, including the delivery hose, must not exceed 220 litres.
- 3.2 The maximum height of any part of the tower which contains fuel is two metres above the Pit Lane; only non-fuel holding connections and vents are permitted above this height.
- 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.
- 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.
- 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.
- 3.6 A single fuel delivery hose, which must be of a flexible rubber or a fuel resistant reinforced plastic material, must be connected to the emergency cut-off valve. The flexible part of the hose must be at least 2.5m in length and of an ID no greater than 50mm (2 inch).
- 3.7 The maximum inside diameter of the vent hose is 50mm (2 inch).
- 3.8 The vent hose used to direct the expelled fumes from the Car to the refuelling tower must remain open at all times. No device may restrict the flow of these fumes for the duration of the refuelling operation.
- 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.
- 3.10 A filling orifice (maximum inside diameter of 50mm) may be fitted to the main reservoir. **The refilling of a refuelling tower, while a Car is being refuelled from that refuelling tower, is not permitted.**
- 3.11 Any refilling operations to the main reservoir must be carried out bearing in mind State or Territory Occupational Health and Safety regulations.
- 3.12 Any device, which changes the ambient temperature of the fuel, is prohibited.
- 3.13 All refuelling towers manufactured after 1st January 2001 must include 10% ullage (air space) at all times within the reservoir.

4. FUEL FLOW RESTRICTOR

- 4.1 At all times while refuelling using a refuelling tower, a fuel flow restrictor, as approved

by TEGA, must be fitted inside the fuel delivery hose.

4.2 The fuel flow restrictor must:

- only be obtained from TEGA, and must
 - always remain unmodified, and must
 - be securely fixed within the fuel delivery hose so all fuel entering a Car during refuelling must pass through the restrictor, and must
 - be positioned within 150mm of the end of the fuel delivery hose, and
 - No device of any kind, other than the TEGA approved fuel flow restrictor, may be present within the refuelling hose at any time.
-

SCHEDULE D 7

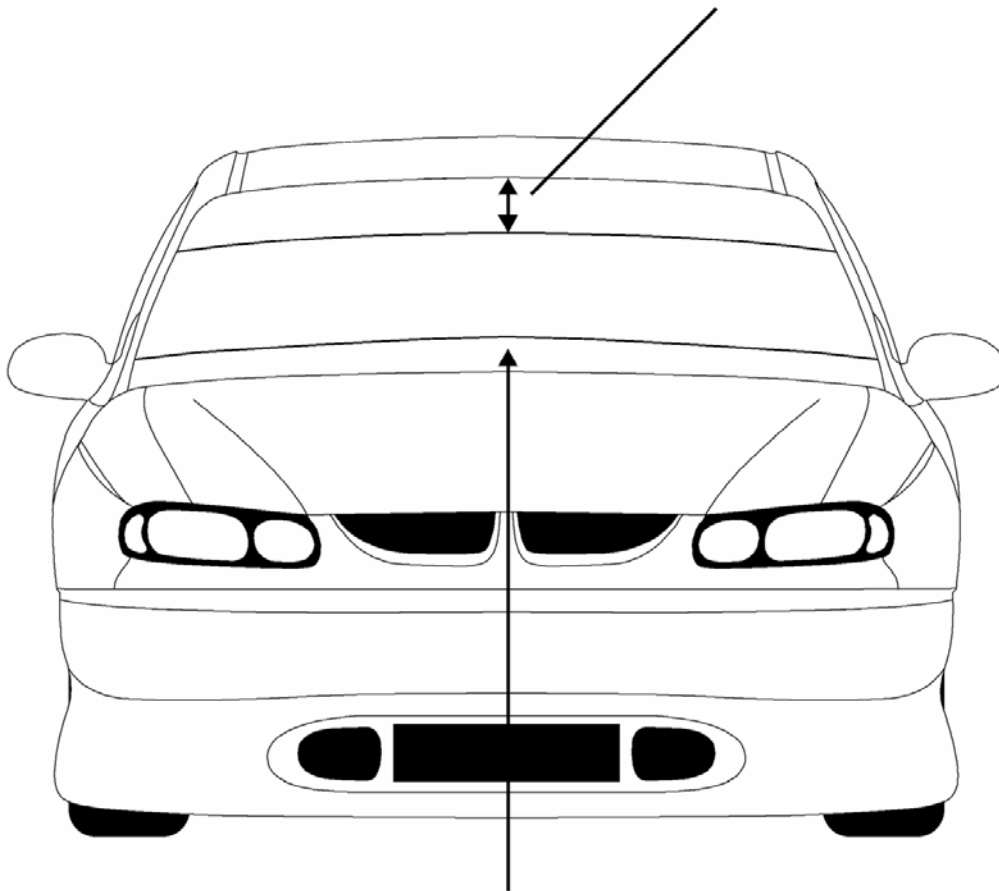
MARKINGS ON CARS (Rule D 22)

Front

AVESCO

Non-Compulsory Windscreen Band

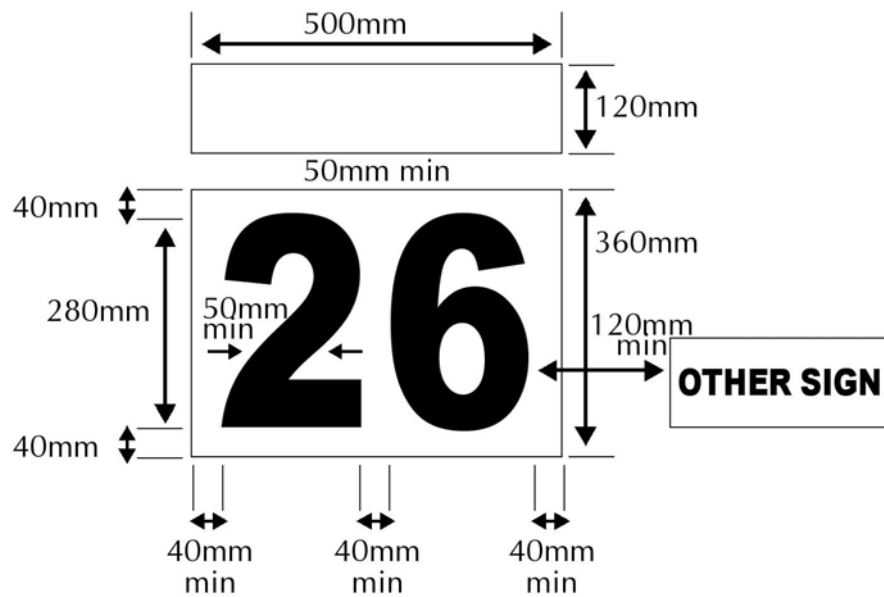
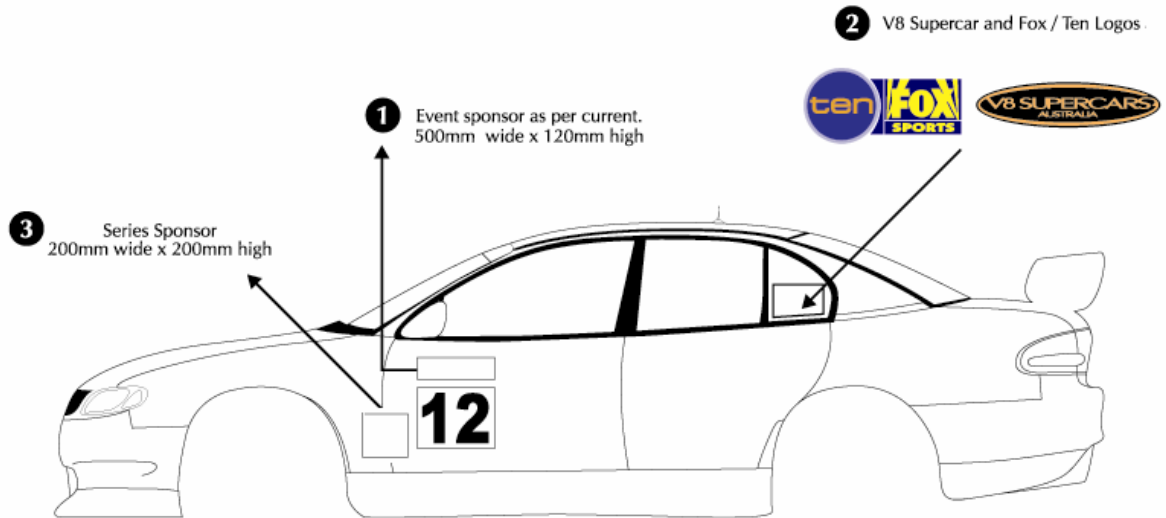
On the top of the windscreen and on a background free as to colour & depth, subject to the lettering and devices being placed within the upper 200mm of the windscreen surface provided that it does not interfere with the driver's visibility.



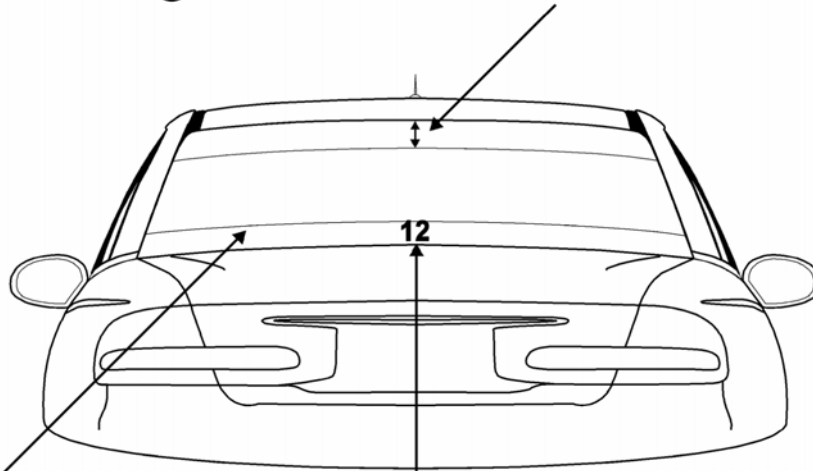
No Signage to go beyond a line across the lower portion of the windscreens parallel with the base of it.

- AU = 75 mm From Base Of Screen
- VX = 75 mm From Base Of Screen

- BA = 75 mm From Base Of Screen
- VY = 75 mm From Base Of Screen
- VZ = 75 mm From Base of Screen



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



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

- AU= 50 mm

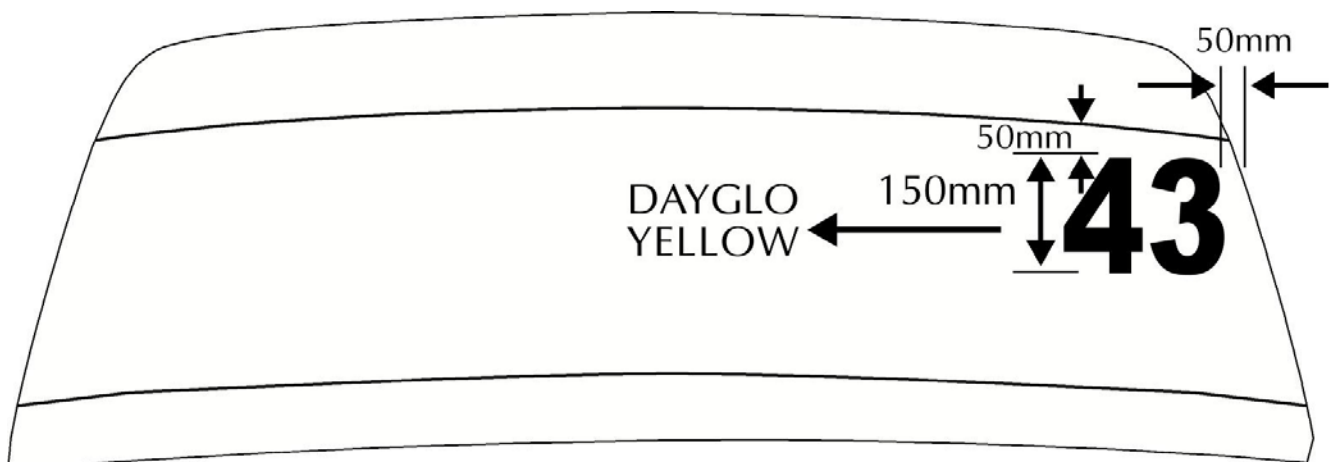
- $VX = 100 \text{ mm}$
- $VZ = 100 \text{ mm}$
- $BA = 50 \text{ mm}$
- $VY = 100 \text{ mm}$

- $VY = 100 \text{ mm}$

- All measuremen

All measurements from the base of the screen.

- 3** A white car number at 100mm tall in the centre of the rear lower screen.



WINDSCREEN