

Sporting and Technical Regulations



2021 Australian Stadium Super Trucks Series Sporting and Technical Regulations



Version 1	Published 26/03/2021
Version 2	Published 31/05/2021



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A capitalised and italicised word in this document is defined in the National Competition Rules (*NCR*) or Technical Appendix, Definitions - Technical or Schedule 5 of this document.

Any **HEADING** is for reference only and has no regulatory effect.

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2021 Australian Stadium Super Trucks Series

Sporting and Technical Regulations

ARTICLE 1. ORGANISATION & STATUS

- 1.1 Each *Round* will be held under the FIA International Sporting Code including Appendices, the National Competition Rules (*NCR*) and the Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*, the 2021 Australian Stadium Super Truck Sporting & Technical Regulations, the *Supplementary Regulations* and any Instructions and *Bulletins* to *Competitors* that may be issued.

ARTICLE 2. EVENT OPERATIONS

1. Series Registration and Entry

- 1.1 The *Series* will operate under the Motorsport Australia Series Registration and Entry process. Series Registration and Entry forms will be available from the *CM* with document checking being conducted by the *CM* prior to the first official *Track Session* at each *Round*.

2. Driver/Team Manager Briefings

- 2.1 Each *Driver* and *Team Manager* (as nominated on the Motorsport Australia Series Entry form) must attend the compulsory Drivers' Briefing conducted at each *Event*.
- 2.2 The time and location of the Drivers Briefing will be detailed in the *Supplementary Regulations* for the *Event*.
- 2.3 Each *Driver* must also attend the Drivers meeting before each *Session on Track* of each *Event*.
- 2.4 All *Drivers* and *Team Managers* are required to sign the attendance sheet prior to the commencement of the briefing as confirmation of their attendance.
- 2.5 Other compulsory briefings may be convened as required and will be advised to each *Competitor* and *Driver* by the Race Director accordingly.

ARTICLE 3. SPORTING REGULATIONS

1. Series Rounds

- 1.1 The *Series* will be conducted over 7 *Rounds* as detailed in SCHEDULE 1. Each race conducted as a part of the *Round* will count in determining the *Series* winner.

2. Round Format

- 2.1 The number, length and format of *Sessions* will ultimately be negotiated between the *CM* and the *Organiser* prior to a *Round* and will be advised in the *Supplementary Regulations* issued for an *Event*.
- 2.2 Generally, the format for each *Round* will be as follows:

Session	Format
Practice and Qualifying	21 x 205-minute Sessions
Qualifying	1 x 20-minute Session
Race	2 or 3 x 20-minute Sessions (expressed as a number of laps)

2.3 The CM reserves the right to introduce other Round Formats subject to the approval of *Motorsport Australia*. Details of any change to Round Formats will be in the *Supplementary Regulations* for the Round.

3. Eligible Cars

3.1 Each *Automobile* must comply with the VHD (vehicle homologation document) as supplied by the manufacturer, save for temporary repairs on *Bodywork* to keep *Cars* racing at an *Event*.

4. Competitor Conduct

4.1 Each *Driver* must *Compete* with the same objectives and purpose. Subject to the permission of the Stewards, *Driver* substitution may occur during an *Event*.

4.2 It is the *Competitor's* responsibility to ensure the *Driver* and all associated *Team* members must always conduct themselves in a respectable manner. Failure to do so may result in the *Competitor* being referred to the Stewards. At all times *Competitors*, *Drivers* and associated *Team* members are required to abide by the Social Media Guidelines as published by *Motorsport Australia*.

5. Driver Licence Requirements

5.1 Each *Driver* must hold a minimum of a Motorsport Australia Circuit Licence with Provisional endorsement, or National or International equivalent issued by a recognised ASN of the FIA. In the case of a licence issued by an ASN other than *Motorsport Australia* being presented, a Motorsport Australia Foreign Participation in National Event Visa will be required.

6. Driver Apparel Requirements

6.1 *Driver* apparel must comply with the apparel requirements of Technical Appendix - Schedule D, Article 1.1 International of the *Motorsport Australia Manual*.

7. Grid Determination

7.1 The grid for each race will be determined as follows:

7.2 Race 1: The grid for Race 1 will be determined in accordance with the *CRSR* (Progressive Grid) based on the results of ~~Practice/Qualifying 1, except that the entire field will be reversed (i.e. the fastest qualifier from Practice/Qualifying 1 will start from the rear of the grid).~~

7.3 Race 2: The grid for Race 2 will be ~~determined in accordance with the CSR (Progressive Grid) based on the~~ **order of the final** results of **Race 1** Practice/Qualifying 2, except that the **top 10 positions** ~~entire field will be reversed (i.e. the fastest qualifier from Practice/Qualifying 2 will start from the rear of the grid).~~

7.4 Race 3: The grid for Race 3 will be ~~determined by the aggregate points scored by each Driver in Practice/Qualifying 1, Practice/Qualifying 2, Race 1 and~~ **the order of the final results of** Race 2, **except that the top 10 positions will be reversed**. If more than one *Driver* is on the same number of points, such *Drivers* will be placed in order of the results of Practice/Qualifying 1.

8. Start Procedure

8.1 Unless otherwise detailed in the *Supplementary Regulations*, the *Start* procedure for each race will be in accordance with the following:

8.1.1 A Standing Start from a staggered grid position.

8.1.2 Pole position will be on the same side as the direction of Turn 1 (i.e. if Turn 1 is a right hand turn then pole position is on the right).

- 8.1.3 30 seconds prior to the *Start* signal, the Starter will raise a furled green flag straight up and hold.
- 8.1.4 15 seconds prior to the *Start* signal, the Starter will lower the furled green flag to a straight out (parallel to the ground) position, hold for approximately 3 seconds and then lower.
- 8.1.5 At the prescribed time for the *Start* signal, the Starter will display the green flag to signal the *Start* of the race.
- 8.1.6 After the *Start*, each *Car* must hold its starting order until after a predetermined Turn as advised by the Race Director.

9. Awards and Point Score

- 9.1 Prizes, trophies and awards will be as determined by the *CM* and will be advised to each *Competitor* prior to the start of the *Series*.
- 9.2 Points will be awarded to *Drivers* for each race of the *Series* in accordance with the following table:

Finishing Position	Points	Finishing Position	Points
1 st	12	7 th	6
2 nd	11	8 th	5
3 rd	10	9 th	4
4 th	9	10 th	3
5 th	8	11 th	2
6 th	7	12 th	1

- 9.3 Points will only be awarded to the *Drivers* classified in the final results of each race.
- 9.4 One (1) bonus point will be awarded to the *Driver* that qualifies first at each *Qualifying Session* at an Event.
- 9.5 Any race which is suspended (red flagged) and not restarted, and during which less than 50% of the race distance has been completed by the leader, will be deemed a non-race in respect of *Series* points and no *Series* points will be awarded.
- 9.6 Any race which is suspended (red flagged) and not restarted, during which 50% – 75% of the race distance has been completed by the leader, will be deemed to have been completed in respect of *Series* points but only 50% *Series* points will be awarded.
- 9.7 Any race which is suspended (red flagged) and not restarted, during which 75% or more of the race distance has been completed by the leader, will be deemed to have finished and a full allotment of *Series* points will be awarded.
- 9.8 The results for each *Round* will be determined by the total number of points scored by each *Driver* at that *Round*.
- 9.9 In the event of a tie at the end of any *Round*, the final positions for that *Round* will be determined by comparing the results of each of the tied *Drivers* in the final race of that *Round*. The *Driver* with the higher finishing position in the final race will be awarded the win.
- 9.10 The *Driver* gaining the highest points total over all *Rounds* of the *Series* will be declared the winner of the *Series*.

9.11 In the event of a tie at the end of the *Series*, the final positions will be determined by comparing the race results achieved by each tied *Driver*, with the *Driver* with the highest number of first places being awarded the higher *Series* position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* until each position has been determined.

10. Competition Caution

10.1 At the start of Lap 5 of each race, a yellow flag and a Competition Cautions board will be displayed at the *Start Line*. Each *Car* must then slow down, hold their running order, and bunch up to within two car lengths to the *Car* immediately in front of them. At the start of Lap 6 the green flag will be displayed, and each *Car* may recommence racing. Overtaking prior to the *Control Line* is prohibited.

11. In-Car Cameras

11.1 In addition to the in-car camera unit supplied by the host broadcaster, each *Car* must be fitted with a complete in-car camera system as specified by the *CM*.

11.2 The video images recorded by the in-car camera unit must not be used for any purpose without the prior written approval of the *CM*.

12. Car Markings

12.1 Each *Car* must comply with Technical Appendix - Schedule K of the *Motorsport Australia Manual*.

13. Competition Numbers

13.1 The allocation of a competition number for each *Car* is solely the responsibility of the *CM*.

14. In-Car Signage

14.1 In-car signage is permitted subject to the prior approval of the *CM*.

15. Timing Transponders

15.1 Each *Car* must be fitted with a Dorian timing transponder in accordance with the relevant *VHD*.

ARTICLE 4. TECHNICAL REGULATIONS

1. Model Eligibility and *VHD*

1.1 Only automobiles built by Robby Gordon Motor Sport in accordance with the relevant Vehicle Homologation Document and approved by the *CM* and *Motorsport Australia* are eligible to compete in the *Series*.

1.2 Each *Car* must remain compliant to the relevant *VHD*.

1.3 Any aspect relating to the construction, modification and/or preparation of a *Car* that is not specifically authorised in these regulations or the relevant *VHD*, is prohibited.

1.4 At any time during a *Round*, at the request of the Chief Scrutineer, the Stewards may issue a *Car* with a minor ineligibility in accordance with the *NCR*.

2. Minimum Weight

2.1 Each *Car* must comply with the minimum *Racing Weight* as specified in the relevant *VHD*.

3. Engine

- 3.1 Each engine must be a 6.8 litre LS3 dry sump Chevrolet crate engine, and it may only be serviced by control engine builders nominated by the *CM*. Each ECU and associated wiring must be in line with that supplied by, or approved by the *CM* or *HM*, and must remain unmodified. Each sensor associated with such wiring must be connected and operative. Ownership of the ECU and the software and firmware remains with the *CM*, except where access and modification are permitted by the *CM*.

4. Fuel

- 4.1 98RON premium unleaded fuel as supplied by the official fuel supplier must be used.
- 4.2 With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

5. Suspension, Brakes, Wheels and Tyres

- 5.1 Suspension, brakes, and wheels must remain as detailed in the *VHD*. All tyres, apart from wear, must be unmodified. Any tyre worn below the tread depth indicators located in the centre of the tread, may not continue to be used. Changing of serviceable tyres is at the discretion of the *HM*.

6. Electrical Safety Equipment

- 6.1 Each *Car* must be fitted with a rearward facing red rain light as detailed in Technical Appendix - Schedule C of the *Motorsport Australia Manual*.
- 6.2 The rain light must be switched on whenever the *Car* is being driven on a wet *Track* or as otherwise directed by the *HM*.



SCHEDULE 1

Series Calendar

The *Series* will consist of the *Rounds* as detailed in the table below.

Round	Date	Event	Circuit
1	10-11 April	Beaurepaire Tasmania SuperSprint	Symmons Plains
2	19-20 June	Merlin Darwin Triple Crown	Hidden Valley
3	9-11 July	NTI Townsville 400	Townsville
4	20-22 August	Beaurepaire Sydney SuperNight	Sydney Motorsport Park
5	11-12 September	Bunnings Trade Perth SuperNight	Barbagallo
6	6-7 November	ITM Auckland SuperSprint	TBC
7	3-5 December	Boost Mobile Gold Coast 500	Surfers Paradise

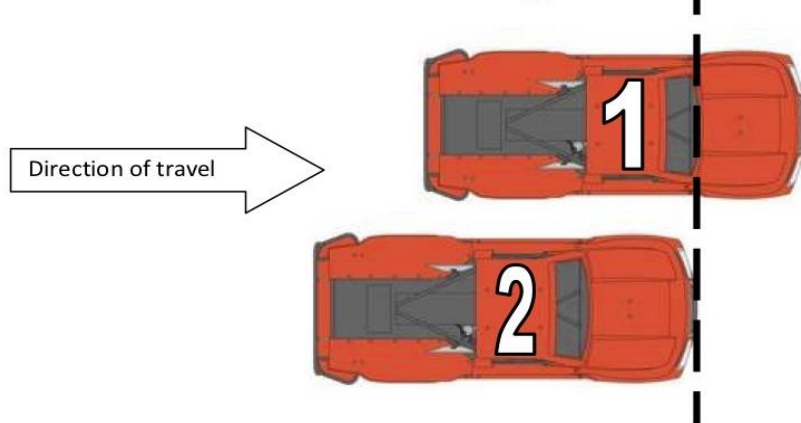
Note: The above calendar is subject to change dependant on any restriction that may be imposed due to the COVID-19 pandemic. The *CM* will advise each *Competitor* of any change.

SCHEDULE 2

Racing Rules

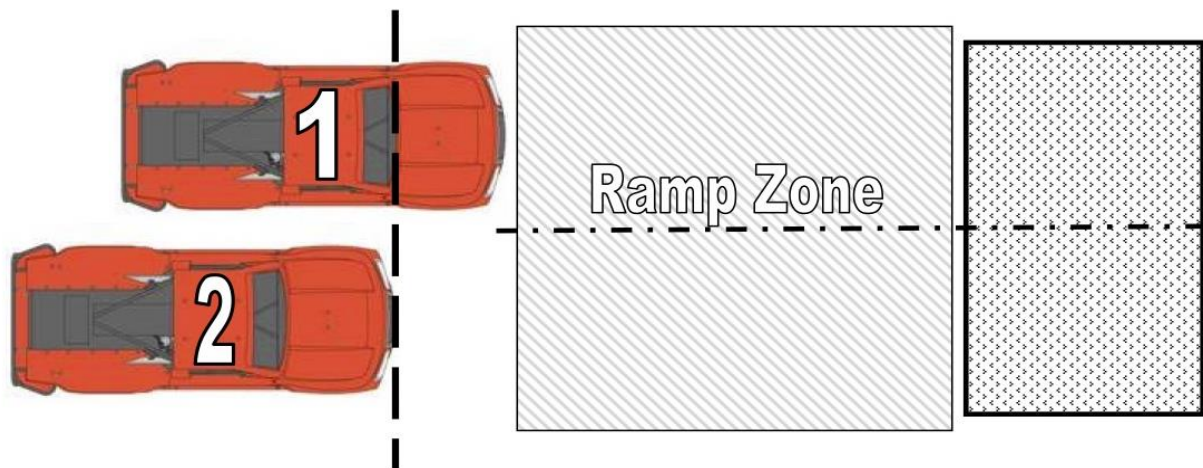
Any *Driver* not abiding by these standards may be referred to the Stewards.

Point of EQUAL Rights - Racing Line



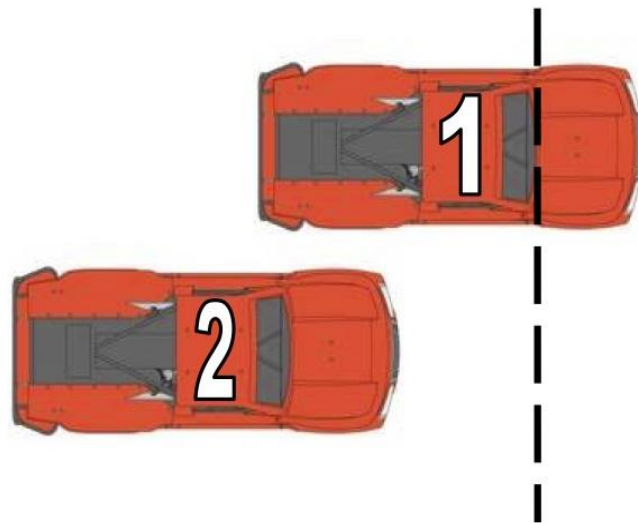
Vehicle 2 has reached the Point of EQUAL Rights. This is the position where the following vehicle's Front bar is in line with the Bottom Edge of the leading vehicle's front window opening. It is expected at this point that vehicle 2 is well within vehicle 1's peripheral vision. Once a vehicle is in this zone, vehicle 1 **MUST NOT CRUSH**. Beyond this point, contact between vehicles is acceptable with the exception of entering a ramp zone where **NO CONTACT** is permitted. Discrepancies to be reviewed by the controlling steward. His decision will be final.

Point of EQUAL Rights - Ramps



Vehicle 2 has reached the Point of EQUAL Rights. This is the position where the following vehicle's Front bar is in line with the Bottom Edge of the leading vehicle's front window opening. It is expected at this point that vehicle 2 is well within vehicle 1's peripheral vision. Once a vehicle is in this zone, **BOTH** vehicle 1 and 2 **MUST NOT CRUSH** and allow each other clear access to the side of the ramp directly in front of the vehicle in question. **NO CONTACT IS PERMITTED IN THIS ZONE OR ON THE RAMP ITSELF**. Racing Line rule applies beyond that. Ramp Zone is (TBD) car lengths prior to the ramp base. Discrepancies to be reviewed by the controlling steward. His decision will be final.

Point of EQUAL Rights - Yeilding / Defending



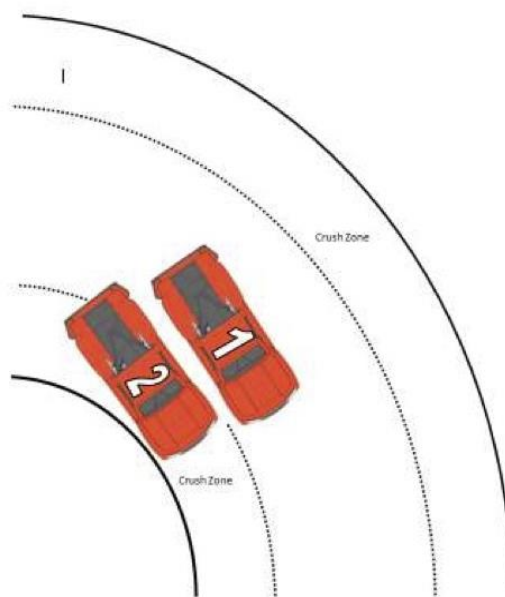
Vehicle 2 is NOT at the point of Equal Rights. Vehicle 2 is expected to yield in this position.

Vehicle 1 may defend the position.

Crush Zones

Crush Zones shall be 1 vehicle width from both the inner and the outer barriers or track marking lines. This shall be the racing room required to be given by a yeilding vehicle. Side to side contact is allowed but a vehicle that has equal rights shall be allowed racing room in the crush zone.

Discrepancies to be reviewed by the controlling steward. His decision will be final.



SCHEDULE 3

Signalling

NOTE: The provisions of this Schedule have been extracted from Appendix H to the *Code*, with some amendments to suit Stadium Super Truck *Events*.

1. General

- 1.1. Each *Driver* must be conversant with:
 - 1.1.1. all the types of signals used at each *Event*; and
 - 1.1.2. the requirements imposed on *Drivers* consequent upon being shown the types of signals.
- 1.2. *Drivers* must always comply with the requirements of signals when shown.
- 1.3. *Competitors* must not use flags or similar signals in any way whatsoever to these signals.

2. Signalling – Generally

- 2.1. In the supervision of the *Circuit*, the Clerk of the Course, the Race Director and the marshal posts rely largely on the use of signals to contribute to the *Drivers*' safety and enforce the *Rules*.
- 2.2. Signals are given in daylight by different coloured flags, which may be supplemented or replaced by lights.
- 2.3. 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 *Rules* for the *Event* concerned.
- 2.4. 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.
- 2.5. If more than one means of signalling is used, the *Rules* for the *Event* must specify which of them is regulatory.

3. Clerk of the Course Flag Signals

- 3.1. The National flag:
 - 3.1.1. This flag may be used to start the race.
 - 3.1.2. If the national flag is not used for any reason, the green flag will be used.
- 3.2. Red flag:
 - 3.2.1. This flag will be waved at the *Start Line* when it has been decided to stop a *Session*. Simultaneously, each marshal post around the *Circuit* will also wave a red flag. When the signal to stop is given:
 - 3.2.1.1. During practice, qualifying or a warmup *Session*, all *Cars* must immediately reduce speed and proceed slowly back to their respective *Pit Bays*. *Cars* are prohibited to line up at *Pit Exit*;
 - 3.2.1.2. During a race, all *Cars* must immediately reduce speed and proceed slowly to the grid or *Pit Lane* as instructed by the Race Director and follow the directions of the *Officials*;
 - 3.2.1.3. Overtaking is prohibited and *Drivers* must be aware that race and service vehicles may be on the *Track*, the *Track* may be totally blocked because of an accident and weather conditions may have made the *Track* undriveable at racing speed;

3.2.1.4. If the race is stopped, *Drivers* must be aware that speeding is pointless because:

3.2.1.4.1. The classification of the race or the order of the re-starting grid will be established from a point prior to the red flag being shown and in accordance with the *Rules*;

3.2.1.4.2. The *Pit Exit* will be closed.

3.2.1.5. Each *Car* must stop in order until informed whether the race is to be resumed or ended and given the appropriate directions by *Officials* and in accordance with the *Rules*.

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

3.3. Black and white chequered flag:

3.3.1. This flag will be waved and signifies the end of a *Session*.

3.4. Black flag:

3.4.1. This flag will be used to inform the *Driver* concerned that they must enter *Pit Lane* on the next approach to the *Pit Entry*. If a *Driver* fails to comply for any reason, this flag will not be shown for more than 4 consecutive laps.

3.4.2. The decision to show this flag rests solely with the Stewards, and the *Team* concerned will be immediately informed of the decision.

3.5. Black flag with an Orange Disc 40 cm in diameter (Mechanical Flag):

3.5.1. This flag will be used to inform the *Driver* concerned that their *Car* has mechanical problems likely to endanger themselves or others and means that they must stop at their *Pit Bay* on the next lap.

3.5.2. When the mechanical problems have been rectified to the satisfaction of the *HM*, the *Car* may re-join the *Session*.

3.6. Black and White flag divided diagonally:

3.6.1. This flag will be shown once only and is a warning to the *Driver* concerned that they have been reported for unsportsmanlike behaviour.

3.7. These last three flags (3.4, 3.5 and 3.6) will be shown motionless and accompanied by a board with a *Car's* competition number shown to the *Driver* whose *Car's* competition number is displayed. The flag and number may be combined on a single board.

3.8. These flags may also be displayed at places other than the *Start Line* if the Clerk of the Course deems this necessary. Normally, the decision to show the last two flags (3.5 and 3.6) rests with the Clerk of the Course; however, it may be taken by the Stewards, provided that this is stipulated in the *Rules*. The *Team* concerned will be immediately informed of the decision.

4. Flag Signals to be used at Marshal Posts

4.1. Red flag:

4.1.1. This will be shown waved only on instruction from the Clerk of the Course when it becomes necessary to stop a *Session*.

4.2. Yellow flag:

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

4.2.1.1. Single waved: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the *Track*. It must be evident that a *Driver* has reduced speed. This means a *Driver* is expected to have braked earlier and/or noticeably reduced speed in that sector.

4.2.1.2. Double waved: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the *Track* and/or *Officials* working on or beside the *Track*. During practice and qualifying, it must be evident that a *Driver* has not attempted to set a meaningful lap time. This means the *Driver* must abandon the lap. This does not mean the *Driver* has to enter the *Pits* as the *Track* could well be clear the following lap.

4.2.2. Yellow flags should normally be shown only at the marshal post immediately preceding the hazard.

4.2.3. In some cases, however, the Clerk of the Course may order them to be shown at more than one marshal post preceding an incident.

4.2.4. Overtaking is prohibited between the first yellow flag and the green flag displayed after the incident.

4.2.5. Yellow flags are not shown in the *Pit Lane* unless there is an incident of which the *Driver* needs to be made aware.

4.3. Yellow flag with red stripes:

4.3.1. This will be shown motionless to inform *Drivers* that there is a deterioration of grip due to oil or water on the *Track* in the area beyond the flag.

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

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

4.4. Light blue flag:

4.4.1. This will normally be waved, as an indication to a *Driver* that they are about to be overtaken. It has different meanings during practice, warm up and qualifying *Sessions* and a race.

4.4.1.1. At all times: A stationary flag will be displayed to a *Driver* leaving the *Pit Lane* if traffic is approaching on the *Track*.

4.4.1.2. During practice, warm up and qualifying: A faster *Car* is close behind you and is about to overtake you.

4.4.1.3. During a race: The flag will normally be shown to a *Car* about to be lapped if the *Driver* does not seem to be making full use of the rear-view mirrors. When shown, the *Driver* concerned must allow the following *Car* to pass at the earliest opportunity.

4.5. White flag:

4.5.1. 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 point.

4.6. Green flag:

4.6.1. This will be used to indicate that the *Track* is clear: it will be waved at the marshal post immediately after the incident that necessitated the use of one or more yellow flags.

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

5. Starting Lights

5.1. If used for the starting of races, the lights will have the following meanings:

5.1.1. RED lights illuminated: Remain stationary and prepare to start racing.

5.1.2. RED lights extinguished: Start racing.

5.1.3. GREEN lights illuminated: The race has started. Note: It is not compulsory to show green lights.

5.1.4. YELLOW flashing lights illuminated:

5.1.4.1. *Cars* must remain stationary and switch off engines (if these lights are switched on after the red lights, the red lights will remain switched on).

5.2. Normally, the time lapse between switching on the red lights and extinguishing them will be between 2 and 3 seconds.



SCHEDULE 4

Driver Training Program

Stadium Super Trucks Australia will introduce a graded *Licence/Driver* certification program that will be a multi-tiered grading structure/certification based on *Driver* experience, ability and level of training achieved. The Norwell Motorplex Driver Training Complex is the preferred venue for such training to take place; however, in approved circumstance training may be conducted at other venues.

Stadium Super Trucks Australia is doing this why?

- So we as a Series have documentation detailing level of *Driver* competency
- So we have set levels of training to determine what a *Driver* can do during and post a *Session*.
- So we have the ability as a Series to prevent un-skilled stunt attempts impacting the Series in a negative way
- So we have as a Series a measurable penalty system for untrained *Drivers* attempting stunts that are not capable and bringing the Series into disrepute.

As part of the *Driver* training program the qualified instructors will train *Drivers* on the correct, speed and zones where these stunts can be performed post *Session*. This class level structure more importantly provides the Series *CM*, Race Director and *Motorsport Australia* officials the power to invoke penalties on those *Drivers* that should not be doing it. The Series putting this process in place will provide the Series *CM*, Race Director and *Motorsport Australia* officials peace of mind that the *drivers* doing these potential stunts are trained professionals.

With these levels of *Driver* classes in place for the Series it will then also provide *Events* the opportunity should time permit for a Stadium Super Truck expression session at the end of each *Session* for a maximum of 5 minutes, with this as a potential option for *Events* and having *Drivers* trained it would be clear to officials it was happening but provide further entertainment for the public.

Every Stadium Super Trucks Australia driver will have a level 3 certification;

- **Class 3**
 - Operation of a Vehicle
 - Acceptable conduct
 - On board Safety equipment and operation
 - Communication
 - Ramp / jump training.
 - Roll over or heavy contact vehicle restart procedure.
- **Class 2 + Class 3**
 - Basic stunt vehicle control
 - Post-race burnouts
 - Post-race donuts



- **Class 1 + Class 2 + Class 3**
 - Advance Stunt
 - 2 Wheeling
 - Helicopter Donuts



SCHEDULE 5

DEFINITIONS

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

Car: An *Automobile* conforming to the eligibility requirements in these *Rules* and entered in a *Competition*.

Compete: To attend and participate in the *Event*.

CM: The Category Manager for the *Series* appointed by *Motorsport Australia*.

Control Line: A line at the crossing of which a *Car* is timed.

CRSR: The Circuit Racing Standing Regulations published by *Motorsport Australia*

Entry Form: A contract between a *Competitor* and the *Organiser* which compels the *Competitor* to take part in the *Event* in which the *Competitor* has accepted to *Compete* except in the case of duly established *Force Majeure*.

HM: The Head Mechanic as appointed by the *CM*.

Judge of Fact: Any *Official* who performs one or more of the following duties:

- a) **Finish Judge:** to determine the order in which *Cars* cross the *Finish Line*;
- b) **Noise Judge:** to determine whether a *Car* exceeds the noise level for the *Event*;
- c) **Pit Lane Speed Judge:** to determine whether a *Car* exceeds the *Pit Lane* speed limit;
- d) **Start Judge:** to immediately report to the Clerk of the Course or Race Director any breach of the *Start* procedures which may have occurred;
- e) **Other Judge of Fact** may be appointed in which case the facts to be judged will be included in the *Supplementary Regulations* or *Bulletin*.
- f) Any decision of a *Judge of Fact* is final but such decision will not in itself constitute the official classification for a *Competition* because it has taken no account of the conditions under which the *Cars* have finished the course.
- g) If any *Judge of Fact* considers that they have made a mistake they may correct it, subject to the correction being accepted by the Stewards.
- h) Protests against decisions made by a *Judge of Fact* in the exercise of their duties will not be admitted.

Official: Any *Official* appointed by the *Organiser*.

Penalty: Any of the sanctions contained in the *Rules* which may be applied on *Competitor* or *Driver*.

Pit Bay: That area in the *Pit Lane* that is allocated by the *Organiser* to a *Team* where pit stops during *Sessions* may be carried out. The *Pit Bays* are a part of the *Pit Lane* 'working lane'.

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

Pit Lane: All of the road in which the 40 km/h speed limit applies as indicated by the speed restriction sign at its beginning and the speed de-restriction sign at its end. The *Pit Lane* includes the pit signalling area, the lane closest to the pit signalling wall called the 'fast lane' and the lane closest to the *Pit Garages* called the 'working lane' which includes all the *Pit Bays*.



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

Round: A Round is made up of one or several *Competitions*.

Series: The 2020 Australian Stadium Super Trucks Series conducted over a number of *Rounds*.

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

SST: Australian Stadium Super Trucks.

Team: The personnel engaged by the *Competitor*.

Team Manager: A person who has been nominated by the *Competitor* to assume all responsibilities for the *Team* and *Car*.

VHD: Vehicle homologation document. This document details the build specification of the automobile.