

Document No. 26

## 2024 REPCO SUPERCARS CHAMPIONSHIP RACES 11 & 12 “BETR DARWIN TRIPLE CROWN”

Hidden Valley Raceway, Darwin, Northern Territory  
12<sup>th</sup> to 16<sup>th</sup> June 2024

**Update 3 issued Sunday 16 June at 1725hrs.**

### ***Matters from Race 12:***

#### *Deputy Race Director Incident Determinations*

During the Race the DRD in consultation with the DSA investigated the following incidents and in each case determined that no breach of the Rules could be established on the available evidence and/or that the matter did not warrant referral to the Stewards:

- An incident on the first Lap of the Race at Turn 5 which involved Car 8, Andre Heimgartner, colliding with the rear of Car 888, Cooper Murray. The available evidence showed that the incident resulted from Cars slowing ahead of Car 888 which caused Cars 888 and 8 to brake hard and multiple Cars behind Car 8 colliding with each other and in turn with Car 8. There was no evidence that any Driver or Drivers were wholly or predominantly to blame for the incident;
- At the request of Tickford Racing, an incident on Lap 46 at Turn 1 when contact occurred between Car 23, Tim Slade, and Car 55, Thomas Randle, in the course of an overtake by Car 23 of Car 55. A review of broadcast footage demonstrated that Car 23 had performed a clean overtake on Car 55 on the inside of the second apex of Turn 1 and that, when Car 23 was hugging the inside kerb exiting Turn 1, Car 55 turned into Car 23 resulting in side to side contact. No breach of the Rules by the Driver of Car 23 was observed.

#### *Stewards' Decisions – Penalties*

During the Race the Stewards imposed:

- A Pit Lane Drive Through Penalty on Car 8 for a breach of Rules D10.2.5.2 and 10.2.5.4 (failing to activate speed limiter within 15 seconds of the commencement of the SC period and failing to stay below 80kph from the expiry of that time and the instruction from the RD that the limiter was permitted to be deactivated);
- The same Penalty for Car 888 for similar breaches;
- A Pit Lane Drive Through Penalty for each of Car 2, Ryan Wood, and Car 3, Aaron Love, for breaches by each of them of Rule D10.2.14.2 (overtaking Car 20, David Reynolds, before the Control Line at the restart following the SC deployment);
- A 15 Second Time Penalty for Car 19, Matt Payne, for Careless Driving after Car 19 made contact with Car 2, Ryan Wood, at the entry to Turn 1 on Lap 21 causing Car 2 to spin and lose positions.

### ***Matters from Top Ten Shootout for Race 12:***

#### *Deputy Race Director Incident Determinations*

There were no Determinations.

### Stewards' Decisions – Penalties

Following the Session and after the DRD received a request for investigation from Triple Eight Race Engineering, the Stewards summoned and heard from the Drivers of Car 1, Brodie Kosteki, and Car 87, Will Brown to investigate an allegation that Car 1 had “crowded Car 87 on its cool down lap and [the Driver of Car 1] had admitted [on broadcast] to planning on interfering with Car 87” in breach of Rule D6.3.7.6(c). At the commencement of the hearing the Driver of Car 87 said that nothing that he had seen Car 1 do had affected his push lap in any way. He agreed that nothing that Car 1 had done had interfered his push lap or his preparation lap, nor had it baulked him or caused any obstruction to his Car. The correspondence of the telemetry from Cars 87 and 88 (the Pole Car) of the end of their preparation laps and their speed at the commencement of timing of their push laps and at the entry to Turn 1 was consistent with these concessions. Given these acknowledgments, no breach of Rule D6.3.7.6(c) by the Driver of Car 1 could be established.

### **Update 2 re-issued Sunday 15 June at 0845hrs.**

#### **Matters from Race 11:**

##### Deputy Race Director Incident Determinations

During the Race the DRD in consultation with the DSA investigated the following incidents and in each case determined that the matter did not warrant referral to the Stewards:

- An incident on Lap 3 at Turn 6 when Car 88, Broc Feeney, overtook Car 31, James Golding, at Turn 6. The available video revealed that Car 88 moved to overtake Car 31 on the inside at Turn 6 and had more than sufficient overlap at a point where Car 31 did not follow the racing line and turned in early for Turn 6. Car 31 did not leave sufficient racing room for Car 88 as a result of which Car 88 was forced use the kerb on the inside of Turn 6 and slight contact occurred at the apex which caused Car 31 to be pushed wide and to lose the position. The DRD determined that no breach of the Rules was observed and the minor contact was only a consequence of Car 31 having squeezed Car 88 to use the kerb;
- An incident on Lap 33 prior to the entry to Turn 5 when Car 55, Thomas Randle, was alongside Car 7, James Courtney, and the rear left wheel of Car 55 interlocked with the rear right wheel of Car 7 causing Car 55 to become airborne and a collision occurred between the two Cars with the rear wings interlocking and then bodywork interlocking. The DRD determined that there was no evidence of any breach of the Rules by the Driver of either Car;
- A series of incidents at Turns 1, 6, 7 and 8 on Lap 35 again involving Cars 55 and 7. Car 55 was behind Car 7 at the entry to Turn 1 and made minor avoidable contact with the rear of Car 55 but did not gain a position as a result. Car 55 again made avoidable contact with the rear of Car 7 at the apex of Turn 6, this time pushing Car 55 wide and gaining a position as a result. However, at Turn 7 Car 55 went wide and Car 7 then made slight contact with the rear of Car 55 at Turn 8 gaining the position back. Because the respective positions before Turn 6 were restored, the DRD determined not to refer the matter to the Stewards.

### Stewards' Decisions – Penalties

During the Race the Stewards imposed:

- A 15 second time penalty on Car 12, Jaxon Evans, for Careless Driving following an incident at Turn 1 on Lap 7 when Car 12 locked a brake and made avoidable contact with Car 888, Cooper Murray, causing Car 888 to spin and lose position;
- A 5 second time penalty on Car 6, Cam Waters, for gaining an unfair advantage from contact after Car 6 made contact with the rear of Car 11, Anton de Pasquale, at the entry to Turn 14 on Lap 30 unsettling Car 11 and causing the Driver to slow to correct a slide as a result of which Car 6 overtook Car 11.

Following the Race and after a hearing, the Stewards imposed a 5 Second post-Race Time Penalty on Car 4, Cameron Hill, for gaining an unfair advantage from avoidable contact with Car 2, Ryan Wood on Lap 38. Car 4 was behind Car 2 at the entry to Turn 1. Approaching the second apex of Turn 1, the front right of Car 4 made contact with

the rear left of Car 2 which unsettled Car 2. Further side to side contact occurred after the apex and Car 2 was pushed to and beyond the edge of the track. At the exit of the Turn further contact occurred resulting in the front wheels of the two Cars interlocking but by this point Car 2 had already been crowded off the edge of the track. The Driver of Car 4 submitted that the first contact was minor and he had overlap such that Car 2 ought to have left him more room on the inside and that the second contact was caused by that failure. The Stewards determined that Car 4 only achieved the overtake on Car 2 as a consequence of unsettling Car 2 by the first contact. The Stewards also determined that the Driver of Car 2 did not contribute to any of the contact.

***Matters from Top Ten Shootout for Race 11:***

*Deputy Race Director Incident Determinations*

There were no Determinations.

*Stewards' Decisions – Penalties*

No Penalties were imposed.

***Matters from Practice 2:***

*Deputy Race Director Incident Determinations*

There were no Determinations.

*Stewards' Decisions – Penalties*

Following a hearing the Stewards imposed a \$500 fine (of which \$250 is suspended until 31 December 2024) on Tickford Racing following an incident in the Pit Lane during the Session when Car 6 was dropped and released with a wheel gun still connected to the front right wheel.

**Update 1 issued Friday 14 June at 1745hrs.**

***Matters from Qualifying for Race 11:***

*Deputy Race Director Incident Determinations*

Following the Session the DRD received a request for investigation from Grove Racing alleging that Car 2, Ryan Wood, had impeded Car 19, Matthew Payne, between Turn 5 and Turn 10 after leaving the track at Turn 1 and rejoining. Following a review of available footage, the DRD in consultation with the DSA determined that there was insufficient evidence to determine that Car 2 had impeded Car 19 and the matter did not require referral to the Stewards.

*Stewards' Decisions – Penalties*

No Penalties were imposed.

***Matters from Practice 1:***

*Deputy Race Director Incident Determinations*

There were no Determinations.

*Stewards' Decisions – Penalties*

Following a hearing and an admission to the breach, the Stewards imposed a \$500 fine on the Driver of Car 3, Aaron Love, after he was recorded to have exceeded the Pit Lane speed limit of 40kph during the Session.

*Motorsport Australia Stewards*

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**2024 REPCO SUPERCARS CHAMPIONSHIP RACES 11 & 12**  
**“BETR DARWIN TRIPLE CROWN”**

 Hidden Valley Raceway, Darwin, Northern Territory  
 12<sup>th</sup> to 16<sup>th</sup> June 2024

The Stewards, having received a report from the Deputy Race Director, having summoned and heard from the Drivers of Car 1 and Car 87 and the Authorised Representatives and having reviewed broadcast and judicial camera footage and telemetry from Cars 87 and 88 determined the following:

<b>Competitor</b>	Car 1 Erebus Motorsport Pty Ltd
<b>Car and Driver</b>	Car 1 Brodie Kosteki
<b>Date</b>	Sunday, 16 June 2024
<b>Session</b>	Top Ten Shootout - Race 12
<b>Fact</b>	As Car 1 was on its cool down lap and Car 87 was on its preparation lap, the Driver of Car 1 was heard to say words to the effect “ <i>I might just drive onto the back of him, flash my lights... Yeah, try to distract him [laughter]</i> ” and broadcast footage showed Car 1 flashing its headlights.
<b>Rule</b>	D6.3.7.6 (c) The Driver [after the Car has been shown the chequered flag at the end of its timed lap] must not interfere with, baulk or cause obstruction to any other Car which may be on the Race Track at the same time.
<b>Decision</b>	No Further Action
<b>Reason</b>	Following the Session Triple Eight Race Engineering lodged a formal Request for Investigation with the DRD alleging that Car 1 had “crowded Car 87 on its cool down lap and [the Driver of Car 1] had admitted [on broadcast] to planning on interfering with Car 87”. The Stewards summoned the Teams and Drivers to investigate the allegation.

At the commencement of the hearing the Driver of Car 87 said that nothing that he had seen Car 1 do had affected his push lap in any way. He agreed that nothing that Car 1 had done had interfered his push lap or his preparation lap, nor had it baulked him or caused any obstruction to his Car. The correspondence of the telemetry from Cars 87 and 88 (the Pole Car) of their end of their preparation laps and their speed at the commencement of timing of their push laps and at the entry to Turn 1 was consistent with these concessions. Given these acknowledgments, no breach of Rule D6.3.7.6(c) by the Driver of Car 1 could be established.

The Driver of Car 1 acknowledged that it was unnecessary for him to have flashed his lights at Car 87 and he had done so during a post push lap Car to TV interview because he thought it would be “entertaining”. He said that he kept what he considered to be a reasonable gap behind Car 87 but doing so was difficult in the circumstances because he needed to preserve his tyres to use in the Race and that meant that he needed to maintain a sufficient speed on his cool down lap to avoid picking up dirt on his tyres. He said that Car 87 had been released to commence its preparation lap when there was only a short time remaining on Car 1’s push lap such that it was inevitable that Car 1 would catch Car 87 when Car 1 was finishing its cool down lap and Car 87 was approaching the end of its preparation lap. The Driver of Car 87 agreed that the interval between Cars in the TTSO at this Event appeared too short given the short lap time at this circuit.

The Authorised Representative of Car 87 submitted that in other circumstances behaviour like that of the Driver of Car 1 could cause issues for Cars on their preparation lap and it should not be condoned or encouraged.

Having reviewed Car 1's judicial camera footage and on-board camera telemetry, we do not consider that Car 1 drove at any point so close to the rear of Car 87 to create any potential for interference.

However, given that the Drivers of both Cars (and their Authorised Representatives) were agreed that at this circuit the interval between Cars in the TTSO can be too tight, we recommend that the Race Director consider that on short circuits where a TTSO is programmed and when Cars are being released when another Car is on a push lap, the release point be adjusted to mitigate the risk of Cars on a cool down lap catching a car on a preparation lap. We also recommend that the Race Director consider giving an instruction to all Drivers on cool down laps to not be within a specified minimum distance of the Car ahead on its preparation lap.

The Competitor is reminded that Decisions and Penalties that may be subject to Appeal are set out in B7.7.2 and the Rights to and process for an Appeal are set out in B5.

**Issued by the Stewards of the Event:**



Matt Selley (Chair)   Steve Lisk   Trevor Neumann  
*Motorsport Australia Stewards*

**DATE:** 16 June 2024   **TIME:** 1430hrs

