

Document No. 25

## 2023 REPCO SUPERCARS CHAMPIONSHIP RACES 13, 14 & 15 “BETR DARWIN TRIPLE CROWN”

Hidden Valley Raceway, Darwin, Northern Territory  
14th to 18th June 2023

**STEWARDS SUMMARY OF JUDICIAL OUTCOMES, Update 3 (FINAL): issued Sunday 18 June 2023 at 1735hrs.**

### **Matters from Race 14:**

#### Deputy Race Director Incident Determinations

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

- an Incident on Lap 1 at turn 6 when Car 11, Anton de Pasquale, slowed unexpectedly at the entry to the turn resulting in unavoidable contact between Car 9, Will Brown, and Car 11 and a series of concertina collisions behind. The evidence was incapable of establishing that any Driver was wholly or predominantly to blame for the Incident;
- an Incident on Lap 27 involving Car 23, Tim Slade, and Car 14, Bryce Fullwood at the final turn. Car 14 was attempting an overtake of Car 23 on the inside, contact occurred at and following the apex and Car 23 was pushed wide and Car 14 gained a position on Car 23. A review of broadcast footage showed that Car 14 had significant overlap on Car 23 at the apex and Car 23, apparently not aware that Car 14 was there, did not leave room for Car 14 on the inside as a result of which Car 14 had to use the inside kerb and contact occurred thereafter because Car 14 was unsettled by the kerb.

#### Stewards' Decisions – Penalties imposed

During the Race the Stewards imposed the following Penalties:

- a 5 second Time Penalty for Car 56, Declan Fraser, for a breach of Article 3.8 of Schedule B2 – deliberate crowding of a car off track – after an Incident on Lap 9 at turn 6 when Car 56 crowded Car 26, David Reynolds off track at the exit. Broadcast footage showed that Car 26 was on the outside of Car 56 and Car 56 had not left room on the outside for Car 26 and contact occurred pushing Car 26 off track as a result of which car 56 gained an advantage;
- a 5 second Time Penalty for Car 9, Will Brown, for Careless Driving when Car 9 made avoidable contact with Car 18, Mark Winterbottom, at turn 1 on Lap 18 and gained a position as a result;
- a 5 second Time Penalty for Car 19, Matt Payne, for Careless Driving after Car 19 made avoidable contact with the side of Car 4, Jack Smith, at turn 6 on Lap 23 as a result of which car 4 sustained damage and was slowed;
- a 15 second Time Penalty for Car 888, Zane Goddard, for Careless Driving regarding an Incident at turn 6 on Lap 34 when Car 888 locked brakes attempting to overtake Car 4 on the inside and a collision occurred because the Driver of Car 888 was not in complete control of his Car. Car 4 spun and lost multiple positions.

**STEWARDS SUMMARY OF JUDICIAL OUTCOMES, Update 2: issued Sunday 18 June 2023 at 1425hrs.**

### **Matters from Race 14:**

#### Deputy Race Director Incident Determinations

During the Race the DRD in consultation with the DSA conducted an investigation into an Incident on Lap 1 at turn 7 when Car 19, Matt Payne, spun and Car 56, Declan Fraser, left the edge of the track. A review of broadcast footage

revealed that Car 19 was on the inside of Car 56 with Car 96, Macauley Jones, to its left. Car 19 used the kerb on the inside of turn 7 and then made slight contact with the driver's side of Car 56. The wheels of Car 56 and Car 19 interlocked and Car 19 sustained a rear left puncture causing Car 19 to spin in the middle of the track and in the path of Car 34, Jack le Brocq. Car 56 left the edge of the track and Car 4, Jack Smith, collided with the rear of Car 34. The succession of events were an example of a Lap 1 Incident involving multiple Cars in a tight group and the DRD determined that there was no evidence that any Driver was wholly or predominantly to blame.

Following the Race the DRD in consultation with the DSA conducted an investigation at the request of the Shell V-Power Racing Team into an allegation that on Lap 28 at turn 6, following the Incident between Car 2, Nick Percat, and Car 26, David Reynolds, Car 2 had re-entered the track dangerously into the path of Car 17, Will Davison. A review of broadcast footage showed that Car 2 had never left the track and therefore no question of an unsafe re-entry could arise. The DRD also investigated the contact between Car 2 and Car 17 at the exit of turn 6 and after a review of judicial camera footage from Cars 2, 17 and 55 determined that there was no evidence capable of establishing that the Drivers of either Car 17 or Car 2 were wholly or predominantly to blame for that contact.

#### Stewards' Decisions – Penalties imposed

During the Race the Stewards imposed the following Penalties:

- A 5 second Time Penalty for Car 26, David Reynolds, for a breach of Article 7.4 of Schedule B2 – travelling down the working bay for more than 2 Pit Bays before merging into the fast lane;
- A 15 second Time Penalty for Car 2, Nick Percat, for Careless Driving after Car 2 made avoidable contact with the rear of Car 26, David Reynolds, at the entry to turn 6 on Lap 28 causing Car 26 to spin and lose multiple positions.

#### **Matters from Qualifying for Race 13:**

##### Deputy Race Director Incident Determinations

There were no DRD Determinations.

##### Stewards' Decisions – Penalties imposed

There were no Penalties imposed.

#### **Matters from Qualifying for Race 14:**

##### Deputy Race Director Incident Determinations

There were no DRD Determinations.

##### Stewards' Decisions – Penalties imposed

There were no Penalties imposed.

### **STEWARDS SUMMARY OF JUDICIAL OUTCOMES, Update 1: issued Saturday 17 June 2023 at 1920hrs.**

#### **Matters from Race 13:**

##### Deputy Race Director Incident Determinations

During the Race the DRD, in consultation with the DSA, reviewed available footage and determined not to refer the following matters to the Stewards as no Driver was wholly or predominately to blame for the Incidents or that there was no evidence to establish any breach of the Rules:

- An Incident involving contact between Car 4 and Car 96 at Turn 3 on Lap 1 as a result of which Car 4 left the edge of the track and lost positions which was the subject of a Request for Investigation by Brad Jones Racing. Broadcast footage revealed the Incident to be an example of Lap 1 contact within a close group of Cars with there being no evidence that any Driver had been wholly or predominantly to blame;

- An Incident involving contact between Car 5 and Car 8 at Turn 14 on Lap 2 which was the subject of a Request for Investigation from Tickford Racing Pty Ltd. Broadcast footage revealed that Car 4 left the track because the wheels of Car 2 and Car 4 had interlocked;
- An allegation by Brad Jones Racing that Car 55 had been released unsafely into the path of Car 2. Broadcast footage did not support the allegation;
- An allegation by Triple Eight Race Engineering that Car 18 had accelerated on the Safety Car restart before the green flag was displayed. Broadcast footage showed that the flag marshall at the exit of turn 14 was slow withdrawing the yellow flag but the green flag was displayed at the start line;

Following the Race, the DRD conducted an investigation into an Incident at Turn 1 on Lap 25 when contact occurred between Car 19, Cameron Hill, and Car 35, Matt Payne as a result of which Car 35 left the edge of the track and lost positions. The DRD determined that the matter did not warrant referral to the Stewards because a review of judicial camera footage from Car 19 demonstrated that no Driver was wholly or predominantly to blame for the contact.

The DRD also conducted an investigation at the request of Erebus Motorsport into an Incident in the pit lane when Car 14, Bryce Fullwood, made contact with a wheel in the working lane adjacent to the Team 18 pit box. As a result of that contact, the wheel rolled across the fast lane and Car 9, Will Brown, had to take evasive action to avoid hitting it. A review of pit boom footage showed that the wheel was within the control of Team 18 personnel and hence no breach of the Rules could be established.

A post-race investigation was also conducted by DRD at the request of Erebus Motorsport into an allegation that Car 97 had been driven dangerously slowly between Turns 6 and 12 on Lap 35. A review of broadcast footage and judicial camera footage from Car 97 showed that the gap between Car 97 and the car ahead, Car 14, progressively increased in this section of the circuit and Car 97 had reduced speed but there was no evidence that Car 97 had been travelling at such a slow speed or erratically such as to present a danger to other Cars. Therefore, no breach of the Rules could be established.

#### Stewards' Decisions – Penalties imposed

Following a post-race DRD Investigation and an admission by the Driver of Car 55, Thomas Randle, the Stewards imposed a 5 second post-race Time Penalty on Car 55 for a careless driving breach regarding an Incident on Lap 11 when Car 55 made contact with the rear of Car 2, Nick Percat, at Turn 14 as a result of which Car 2 left the edge of the track and lost positions.

#### **Matters from Qualifying for Race 13:**

##### Deputy Race Director Incident Determinations

There were no DRD Determinations.

##### Stewards' Decisions – Penalties imposed

The Stewards imposed a 4 Grid Spot penalty in Race 13 on Car 31, James Golding, for a breach of Schedule B2 Article 2.1.1 (Careless driving) – for impeding Car 9, Will Brown, at Turn 1 in Qualifying – Part 2. The breach was admitted by the Driver of Car 31.

Following a request from Brad Jones Racing alleging Car 96 was impeded by Car 31, at Turn 6-7 in Qualifying – Part 1, the Stewards determined to take no further action for the following reasons:

Car 96 was attempting a push lap with its headlights activated. The Driver of Car 31 was ahead of Car 96 following a chain of Cars about to commence a push lap. The Driver of Car 31 said that he was aware that Car 96 was approaching from behind but could not see the headlights on the Car illuminated and assumed therefore that Car 96 was not attempting a push lap. The headlights on Car 96 were covered by a black sticker. They were barely visible on broadcast footage and photographs taken in parc ferme showed that they were almost completely obscured.

While Cars attempting a push lap are not required to have their headlights illuminated, it is a long-standing principle that a Car attempting a push lap should use headlights to signal to Cars ahead that they are attempting a lap. This was reinforced by the Race Director's amendments to the General Instructions distributed before the Session.

The Stewards accept that Car 96's lap was affected and that a driver in the position of Car 31 with notice that Car 96 was attempting a push lap ought to have taken steps to avoid impeding Car 96. However, in this case the fact that the headlights on Car 96 were obscured meant that the Driver of Car 31 could not reasonably have known to take action to avoid obstructing Car 96's path.



***Matters from Practice 2:***

*Deputy Race Director Incident Determinations*

There were no Determinations.

*Stewards' Decisions – Penalties imposed*

No Penalties were imposed.

***Matters from Practice 1:***

*Deputy Race Director Incident Determinations*

There were no Determinations.

*Stewards' Decisions – Penalties imposed*

No Penalties were imposed.

*Motorsport Australia Stewards*