



Mount Panorama - Bathurst

30<sup>th</sup> March to 1<sup>st</sup> April 2018

## Hi-Tec Oils Bathurst 6 Hour Supplementary Regulations

**CAMS Permit No: 818/0104/01**



Prepared by DJK Motorsport Consultants  
On Behalf of Yeehah Events Pty Ltd

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## I. SPORTING CHAPTER 1 – SPECIFIC MEETING REGULATIONS

### 1.1 Event Title & Date:

Hi-Tec Oils Bathurst 6 Hour 30<sup>th</sup> March to 1<sup>st</sup> April 2018.

### 1.2 Organisation & Status:

1.2.1 The Event shall be held under the FIA International Sporting Code, including Appendices, the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (CAMS), the Race Meeting Standing Regulations (RMSR) published by CAMS, these Supplementary Regulations and any Further Supplementary Regulations and Bulletins to Competitors that may be issued.

1.2.2 National Other Race Meeting.

1.2.3 This Event will be conducted under and in accordance with CAMS WH&S and Risk Management Policies, which can be found on the CAMS website at [www.cams.com.au](http://www.cams.com.au)

1.2.4 Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to each Event. Further details can be found in the CAMS Insurance Handbook, available at [www.cams.com.au](http://www.cams.com.au).

### 1.3 Administration & Event Staff:

#### 1.3.1 National Sporting Authority (ASN):

Confederation of Australian Motor Sport Ltd (CAMS)  
PO Box 147,  
Caulfield East, Victoria, 3145  
T: +61 (0)3 9593 7777 F: +61 (0)3 9593 7700 E: [info@cams.com.au](mailto:info@cams.com.au)

#### 1.3.2 Organiser:

Yeehah Events Pty Ltd  
PO Box 15786,  
City East, Queensland, 4002  
T: +61 (0)7 3266 3358 E: [administrator@bathurst6hour.com.au](mailto:administrator@bathurst6hour.com.au)  
W: [www.bathurst6hour.com.au](http://www.bathurst6hour.com.au)

#### 1.3.3 Organising Committee:

James O'Brien, Darren Sturgiss, Michele Kidd, Brian Anderson, James Taylor, David Kidd for contact with the Organising Committee please contact the Bathurst 6 Hour Administrator:

#### 1.3.4 Administrator Bathurst 6 Hour:

Michele Kidd  
PO Box 421,  
Kings Langley, New South Wales, 2147  
F: +61 (0)2 9620 4454 M: +61 (0) 408 406 700  
E: [administrator@bathurst6hour.com.au](mailto:administrator@bathurst6hour.com.au)

#### 1.3.5 CAMS Appointed Officials:

Stewards: **To be advised in the Further Supplementary Regulations**

#### 1.3.6 Senior Race Officials:

|  |                |
|--|----------------|
| Bathurst 6 Hour Administrator:           | Michele Kidd   |
| Bathurst 6 Hour Technical Director (TD): | Brian Anderson |
| Secretary of the Event:                  | David Kidd     |
| Clerk of the Course:                     | James Taylor   |

Chief Medical Officer: **To be advised in the Further Supplementary Regulations**  
Chief Scrutineer: David Healy  
Chief Timekeeper: David Douglas  
Judge/s of Fact Start: **To be advised by Bulletin at the Event**

#### **1.4 Circuit Details:**

Venue: Mount Panorama, Bathurst - Australia  
Length: 6.213 km  
Direction: Anti-clockwise  
Track Density: 72 vehicles

#### **1.5 Race Duration:**

Six (6) Hours.

#### **1.6 Race Date & Time of Start:**

1.6.1 Sunday 1<sup>st</sup> April 2018 commencing at 1130hrs.

1.6.2 The start of the six (6) hour time period will be when the green flag is displayed to commence the formation lap.

#### **1.7 Competitors and Driver Licence Requirement:**

1.7.1 Each Competitor must hold a CAMS Competitor Licence unless they comply with Item 1.7.1.1 or Item 1.7.1.2 below. Each Driver must hold a **minimum** of a CAMS **National Circuit (NC)** competition licence; or

1.7.1.1 Hold a Motor Sport New Zealand competition licence and Tasman Visa valid for the Event; or

1.7.1.2 Hold a **minimum** of the highest grade National Licence issued by a Foreign ASN together with an authorisation issued by that ASN for the Event. Such competitors and/or drivers must apply to CAMS for a Foreign Participation Visa (FPV) authorisation to compete at least ten (10) days prior to the Event. Each such driver and competitor will be ineligible to score points in any Championship/Cup/Series/Trophy.

1.7.2 The Organiser confirms that the circuit to be used for this Event holds the necessary CAMS National Track Licence for each of the Events nominated in these Supplementary Regulations.

#### **1.8 Eligible Vehicles:**

1.8.1 Classes:

1.8.1.1 Class A1, A2, B1, B2, C, D, E: For vehicles on the List of Eligible Vehicles in Appendix I and complying with CAMS Group 3E - Series Production Car Regulations as published in the current CAMS Manual of Motor Sport.

1.8.1.2 Class I Invitational: For vehicles on the List of Eligible Vehicles in Appendix I.

1.8.2 Replacement Vehicles:

Are **NOT permitted** only the original vehicles presented for scrutiny may be used unless agreed otherwise by the Organiser and approved by the Stewards.

#### **1.9 Event Schedule:**

The Event Schedule will be included in the **Further Supplementary Regulations**.

#### **1.10 Entries & Fees:**

1.10.1 Opening date: 1<sup>st</sup> August 2017.

1.10.2 Closing date: 23<sup>rd</sup> February 2018.

- 1.10.3 Competitors are responsible for sending correct and complete entries on the official entry form together with the correct entry fees prior to the entry closing date. An entry will only be considered as accepted, subject to the provision of all information, including driver roster.
- 1.10.4 Please submit entries to:  
 Bathurst 6 Hour Administrator  
 PO Box 421,  
 Kings Langley, NSW, 2147, Australia  
 F: +61 (0)2 9620 4454 M: +61 (0) 408 406 700  
 E: [administrator@bathurst6hour.com.au](mailto:administrator@bathurst6hour.com.au)
- 1.10.5 Incorrect or incomplete entries that have paid the entry fees (including entries with driver TBA) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Bathurst 6 Hour Administrator receives the missing or corrected information.
- 1.10.6 Standalone Entry Fees:  
 All Classes
- 1.10.6.1 Competitors who submit an entry form and pay in full before 30<sup>th</sup> September 2017 will receive a discount of \$2,420 GST inclusive resulting in an entry fee of \$6,050 GST inclusive.
- 1.10.6.2 Competitors who submit an entry form and pay in full after 30<sup>th</sup> September 2017 and before 23<sup>rd</sup> February 2018 the entry fee will be \$8,470 GST inclusive.
- 1.10.6.3 Competitors who fail to pay their entry fee in full by 23<sup>rd</sup> February 2018 will incur a late administration fee of \$1,100.
- 1.10.6.4 Any competitor for which the entry fees have not been received in full, including any late administrative fees, will not be permitted to participate in the Event.
- 1.10.6.5 Payment can be made by credit card or electronic funds transfer only.  
 If made by Electronic Funds Transfer: -  
 Account Name: Yeehah Events Pty Ltd  
 Bank: National Australia Bank  
 Branch: Ashgrove  
 BSB: 084 – 115  
 Account No: 18 569 8985
- 1.10.6.5.1 The process for payment by Electronic Funds Transfer (EFT) is as follows:
- 1.10.6.5.1.1 Competitors are NOT to make a payment with the lodgement of an entry form, however must enter “Yes” in the box for payment by EFT on the entry form.
- 1.10.6.5.1.2 On receipt of a completed entry form, the Administrator will provide the competitor with a **Customer Reference Number (CRN)** and confirmation of the amount to be paid.
- 1.10.6.5.1.3 Competitors are to **ONLY enter the CRN** no other information into the ‘description’ line item of the EFT payment.
- 1.10.6.5.1.4 Invoices will not be issued unless competitors complete a ‘Request for Invoice’ Form supplied by the Administrator.
- 1.10.6.6.1 The process for payment by Credit Card (VISA and MASTERCARD only) is as follows:

- 1.10.6.6.1.1 Competitors must enter “Yes” in the box for payment by Credit Card on the entry form including filling out the Credit Card details on the entry form.
- 1.10.6.6.1.2 On receipt of a completed entry form, the Administrator will provide the competitor with a **Customer Reference Number (CRN)** and provide the Organiser with the Credit Card details and confirmation of the amount to be paid.
- 1.10.6.6.1.3 The Organiser will then complete the transaction, noting a 2% surcharge will be added to the entry fee.
- 1.10.6.6.1.4 Invoices will not be issued unless competitors complete a ‘Request for Invoice’ Form supplied by the Administrator.

#### 1.10.7 Refunds:

The entry fee may be refunded under the following conditions: -

- 1.10.7.1 Refusal of entry: Full refund of the fees paid.
- 1.10.7.2 Withdrawal of entry before 23<sup>rd</sup> February 2018 Reimbursement of the entry fee paid less a cancellation fee of \$2,200.
- 1.10.7.3 Withdrawal of entry after 23<sup>rd</sup> February 2018 will result in a loss of fees paid.

#### 1.11 Organiser’s Rights:

- 1.11.1 The Organiser reserves the right to postpone, abandon or cancel the Event in accordance with NCR 59.
- 1.11.2 The Organiser reserves the right to cancel any Class which has less than three (3) vehicles or amalgamate them to the next higher Class at their discretion.
- 1.11.3 Vehicle Competition Numbers:  
The allocation of the competition number for each vehicle entered is solely the responsibility of the Bathurst 6 Hour Administrator, who will maintain a register of all competition numbers allocated to, or reserved for, any vehicle. **Three digit numbers will not be allocated.**
- 1.11.4 The Organiser reserves the right to refuse any entry in accordance with NCR 83.

#### 1.12 Accreditation:

- 1.12.1 No accreditation will be issued until all fees are paid in full. All accreditation is to be collected from the Bathurst 6 Hour Administrator located in the Race Operations office located near Tower 3 on Level 1 of the Pit Complex. Additional tickets can be purchased from the Secretary of the Event office located at Tower 3 Level 1 of the Pit Complex during registration to the Event.
- 1.12.2 Each vehicle entered will be provided with:
  - 1.12.2.1 Twelve (12) x Competitor admit one passes (3 x driver and 9 x pit crew).
    - 1.12.2.1.1 It is the competitor’s responsibility to make sure all their respective pit crew members have signed the pit lane disclaimer form during administration checking.
  - 1.12.2.2 One (1) x Inner Paddock vehicle pass (this pass will allow access to the paddock area for a one vehicle only to drop off equipment and then must be parked in the Competitors Car Park, **(parking is not permitted in the Inner Paddock Area).**)

1.12.2.3 Two (2) x Outer Paddock vehicle passes enabling access to the Competitors Car Park only located on the inside of the Circuit to the rear/south of the Paddock (**this pass does not permit access to the Inner Paddock Area behind the Pit Lane Building**).

1.12.2.4 Transporters do not require vehicle passes affixed to the vehicle.

1.12.3 The Accreditation Centre is adjacent to the entrance gates in Harris Park. The Accreditation Centre opening times are as follows:

|  |                   |
|--|-------------------|
| Wednesday 28 <sup>th</sup> and Thursday 29 <sup>th</sup> March | 0900hrs – 1700hrs |
| Friday 30 <sup>th</sup> and Saturday 31 <sup>st</sup> March    | 0600hrs – 1700hrs |
| Sunday 1 <sup>st</sup> April                                   | 0600hrs – 1200hrs |

### 1.13 Circuit Access:

1.13.1 Access to the track and paddock area will be available from **0800hrs Wednesday 28<sup>th</sup> March through until 0800hrs on Monday 2<sup>nd</sup> April**. All transporters and trailers should be at the track **no later than 1700hrs Thursday 29<sup>th</sup> March** to facilitate the setup of garages and completion of Event administration. Set up of your area must be in accordance with directions from the Bathurst 6 Hour Administrator and/or their nominee on site.

#### 1.13.1.1 Bump In – Wednesday or Thursday

All team members involved in unloading equipment during bump in must wear high visible vests to comply with workplace health and safety (WH&S) laws.

Teams **must pay a \$50 cash deposit** for the garage key two (2) keys per garage.

#### 1.13.1.2 Bump Out – Sunday Night

All team members involved in loading equipment during bump out must wear high visible vests to comply with workplace health and safety (WH&S) laws.

The Event Management Office Tower 1, Level 1 will not be open on Easter Monday, all garage keys must be returned on Sunday night by 2000hrs (8pm) or the relevant teams will forfeit the key deposit paid during bump in.

1.13.1.3 All truck tail gates when on the ground each corner must be marked with a high visible safety cone.

1.13.2 Access to the Paddock area if the circuit is open:

After passing through the admission entry gates proceed along the pit straight and into the Paddock area via Mountain Straight gate.

1.13.3 Access to the Paddock area if the circuit is closed:

After passing through the admission entry gates you must use the Chase tunnel access road into the Paddock. **Please note the Chase tunnel is 3.1metres high and 2.7metres wide.**

### 1.14 Paddock Allocation and Area:

1.14.1 Paddock allocation will be at the discretion of the Bathurst 6 Hour Administrator. Decisions are final and the paddock allocation will be published once the final entries have been confirmed. There is no right to be allocated a specific area. Parking up of transporters etc is not permitted without first checking with the Bathurst 6 Hour Administrator and/or their nominee on site for specific final parking allocation.

1.14.2 Each vehicle entered will be allocated a space of 19m (L) x 4m (W) in the Paddock within close proximity to their respective Garage. This space is allocated for each team's respective transporter or container as applicable. Vehicles with an Inner Paddock vehicle pass are permitted to enter the Inner Paddock and unload equipment as per Supplementary Regulation I Sporting, Chapter 1 Item 1.12.2.2. Vehicles found in the Paddock in breach of these conditions will be towed at the owner's expense. Details of the towing company and compound will be available from the Event Management Office located at Tower 1 of level 1.



- 1.14.3 All competitors are advised that the Paddock gates are secured of an evening commencing Wednesday 28<sup>th</sup> March. Security will be based at Gate 3 controlling access to the paddock as Gates 1 and 2 will be locked. However teams are responsible for the security of their own vehicle and equipment.
- 1.14.4 Camping:  
Is strictly prohibited throughout the circuit other than in the designated campgrounds. Should you wish to camp at the Event, you must book a site through the designated page of the official Event website [www.bathurst6hour.com.au](http://www.bathurst6hour.com.au)
- 1.14.5 There is strictly **NO SMOKING** in the pit lane, pit lane garages and/or paddock area. **A \$500 fine applies to any offenders.**
- 1.14.6 Paddock Area Speed Limit:
- 1.14.6.1 A **10kph** speed limit applies in the Inner Paddock area at all times.
- 1.14.6.2 A **20kph** speed limit applies in the Outer Paddock Area at all times. The Outer Paddock Area includes all the camping areas.
- 1.14.7 Motorised Vehicles:
- 1.14.7.1 Two Wheeled Motorised Vehicles:  
The use of any kind of two (2) wheeled motorised bike (whether registered or unregistered), hover board, moped, segways, skates, roller blades and/or scooters in any paddock area is **STRICTLY** prohibited at the Event at all times.
- 1.14.7.2 Unregistered Four Wheeled Motorised Vehicles:  
The use of any kind of four (4) wheeled unregistered vehicle in any paddock area is **STRICTLY** prohibited at the Event at all times.
- 1.14.7.3 Registered Four Wheeled Motorised Vehicles:  
The use of any kind of four (4) wheeled registered vehicle in any paddock area is permitted and the registration plates must be positioned on the vehicle in accordance with NSW State Legislation at the Event at all times.
- 1.14.7.4 Golf Buggy Motorised Vehicles (GBMV):
- 1.14.7.4.1 GBMV that have “Conditional” registration plates fitted may be used. Each competitor who intends using a GBMV at the Event must first obtain permission from the Bathurst 6 Hour Administrator. A copy of the registration certificate and the relevant insurance certificate must be submitted to the Bathurst 6 Hour Administrator upon this request prior to the Event. The Bathurst 6 Hour Administrator will then issue a compliance form that must be displayed on the vehicle.
- 1.14.7.4.2 Unless the above rule 1.14.7.4.1 is complied with the use of any kind of GBMV in any paddock area is **STRICTLY** prohibited at the Event at all times.

## **1.15 Race Control Electronic Communications:**

- 1.15.1 The Bathurst 6 Hour Administrator will provide an email address for each entered vehicle for the duration of the Event. In the case of two (2) vehicle teams this will be two (2) email addresses.

### **The following email addresses are available at all times**

Bathurst 6 Hour Administrator [administrator@bathurst6hour.com.au](mailto:administrator@bathurst6hour.com.au)  
Secretary of the Event [dki31011@bigpond.net.au](mailto:dki31011@bigpond.net.au)  
Technical Director [tech@bathurst6hour.com.au](mailto:tech@bathurst6hour.com.au)

Media [media@bathurst6hour.com.au](mailto:media@bathurst6hour.com.au)

IT Manager [it@bathurst6hour.com.au](mailto:it@bathurst6hour.com.au)

**The following three email addresses will only available the weekend of the Event**

Stewards [stewards@bathurst6hour.com.au](mailto:stewards@bathurst6hour.com.au)

Clerk of the Course [racecontrol@bathurst6hour.com.au](mailto:racecontrol@bathurst6hour.com.au)

Timing [timing@bathurst6hour.com.au](mailto:timing@bathurst6hour.com.au)

1.15.2 It will be compulsory for all teams to allocate a pit crew member to monitor the race control electronic email system.

1.15.3 Teams are required to provide a laptop or other personal computer for the purposes of communicating with Race Control with up to date anti-virus and spyware software installed. All teams will also be required to provide an Ethernet patch lead to enable them to plug into the ADSL socket in the garages. All team managers are to reply to the test email to the Secretary of the Event on Thursday 29th March.

#### **1.16 Race Management Channel - Communication to/from Automobile:**

1.16.1 Two-way radio communication is mandatory between driver and pit crew.

1.16.2 Each competitor must complete the attached Two-way Communication Form and return it with their entry form. All frequencies will be checked for compliance with the Australian Authorities. All relevant licensing and permits are the responsibility of the individual competitor. If radio frequencies conflict with the host circuit or emergency frequencies, competitors will be compelled to change their frequency.

1.16.3 It will be compulsory for each team to monitor the Race Management Channel (RMC) on a listening basis only for all sessions from ten (10) minutes before the vehicles are released from their pit garage. The RMC frequency will be for receiving is **507.3875 MHz with CTCSS of 127.3**. Messages broadcast over the RMC shall have regulatory effect.

#### **1.17 Automatic Timing:**

1.17.1 The Event will utilise an automatic timing system, which requires all vehicles to be fitted with a Mylaps transponder, (Dorian timing devices are not able to be used).

1.17.2 The cost for the weekend rental of the Mylaps transponder will be \$150 (AUS) including GST, payment must be made to Eldee Timing (David Douglas, email [david@eldeetiming.com.au](mailto:david@eldeetiming.com.au) ). Credit card details will be held as security for the units, failure to return the unit at the end of the Event and/or damaged units will result in \$150 (AUS) including GST being debited to the credit card.

1.17.3 Each team will be provided with a specific username/password to access the RSTime timing system website and will be responsible for the management of their respective driver changes. Details of the driver management process will be provided closer to the Event.

#### **1.18 Telemetry:**

The use of telemetry is forbidden.

#### **1.19 Alcohol, Drugs and Other Substances:**

Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website. Consumption of alcohol in the paddock, pits or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.

## 1.20 Team Manager Nomination:

Each competitor must nominate to the Bathurst 6 Hour administrator by **Friday 16<sup>th</sup> March** the name of their team manager and their mobile number, who will assume all responsibilities for the team. The nominated team manager cannot be a listed driver for any vehicle entered in the Bathurst 6 hour Event.

## 1.21 Medical Centre Hours of Operation:

1.21.1 The Medical Centre will be open at the following times.

Friday 30<sup>th</sup> March 0700hrs to 1800hrs

Saturday 31<sup>st</sup> March 0700hrs to 1800hrs

Sunday 1<sup>st</sup> April 0700hrs to 1800hrs

1.21.2 The Medical Centre will have limited medical services on Thursday 29<sup>th</sup> March.

1.21.3 If you require medical assistance outside these hours please call “000” and provide the operator with your exact location details:

Mount Panorama Motor Race Circuit

Panorama Avenue Bathurst, NSW

And your location, example Pit Lane Garage XX

## 1.22 Industrial Gas Supply:

2.22.1 Teams are **prohibited** from bringing their own industrial gas bottles on site.

2.22.2 All industrial gas bottles being either Nitrogen or Oxygen must be ordered through the official supplier.

Please contact to arrange pre event delivery and post event collection.

Sid Newham Rural Supplies, contact Karen Millar

142 Russell Street Bathurst, 02 6331 1144, sidnewham@westnet.com.au

## CHAPTER 2 – DRIVER REQUIREMENTS

### 2.1 Driver Minimum and Maximum per Vehicle:

All vehicles entered in the race must have a minimum of two (2) and maximum of three (3) drivers.

### 2.2 Change of Driver:

2.2.1 No change of driver nominations will be permitted after **1700hrs on Thursday 29<sup>th</sup> March** unless exceptional circumstances, as determined by the Stewards, warrant a change after that time.

2.2.2 Cross entering of drivers for the Bathurst 6 Hour Event is **prohibited**.

2.2.3 If an entered vehicle is withdrawn prior to the commencement of the race resulting from accident damage and/or major mechanical failure during any practice or qualifying session, the Stewards may in exceptional circumstances permit any of the nominated drivers of the withdrawn vehicle to be listed as an additional driver in another vehicle (i.e. third driver for a two driver team).

### 2.3 Driver Identification:

2.3.1 Each driver will be issued with a small adhesive letter, which will be placed on the right hand side of the driver’s helmet. This is to enable the timekeepers to separate individual driver lap times. These letters will be issued as per the entry form details. This system will be used as back up to the automated driver system.

2.3.2 The first nominated driver as per the entry form will be driver 1 with a **Blue Sticker**, second nominated driver as per the entry form will be driver 2 with a **Green Sticker** and the third nominated driver as per the entry form will be driver 3 with a **Yellow Sticker**.

## **2.4 Driver Qualification Procedure:**

- 2.4.1 Will be in accordance with the CAMS RMSR Item 5 as listed in the current CAMS Manual of Motor Sport.
- 2.4.2 All Practice and/or Qualifying sessions will be timed and count towards driver qualification.
- 2.4.3 A driver is only permitted to drive in one (1) vehicle in the Bathurst 6 Hour for the duration of the Event unless agreed otherwise by the Organiser and approved by the Stewards, in the case of exceptional circumstances, as per Supplementary Regulation I. Sporting, Chapter 2, Item 2.2.3.

## **2.5 Driving Time:**

- 2.5.1 Driving time will be measured from the commencement of the formation lap until the last time the driver crosses the timing line at the pit lane entry before leaving the vehicle.
  - 2.5.2 Subsequently, driving time will be measured for each driver from the time that driver first crosses the control line after re-joining the circuit through Pit Exit, until the last time the driver crosses the timing line at pit lane entry before leaving the vehicle or until the vehicle crosses the control line on the circuit at the end of the race.
  - 2.5.3 The maximum continuous driving time for any one (1) driver in the race is three (3) hours.
    - 2.5.3.1 The penalty for exceeding the maximum continuous driving time of three (3) hour will be as follows:
      - 2.5.3.1.1 Exceeding time by up to five (5) minutes, a thirty (30) second penalty added to race time.
      - 2.5.3.1.2 Exceeding time by more than five (5) minutes, thirty (30) second penalty plus an additional thirty (30) second penalty for every minute exceeded added to race time.
  - 2.5.4 A minimum of a one (1) hour rest period between each driving period for each driver during the race is required, regardless of the duration of any driving period.
    - 2.5.4.1 The penalty for less than the one (1) hour rest period will be for every three (3) minutes under or part thereof will be a thirty (30) seconds added to your race time.
  - 2.5.5 The total cumulative driving time for each driver during the race must not exceed three and a half (3 1/2) hours.
    - 2.5.5.1 The penalty for exceeding the maximum cumulative of three and a half (3 1/2) hour driving time will be as follows:
      - 2.5.5.1.1 Exceeding time by up to five (5) minutes, a thirty (30) second penalty added to race time.
      - 2.5.5.1.2 Exceeding time by more than five (5) minutes, thirty (30) second penalty plus an additional thirty (30) second penalty for every minute exceeded added to race time.
  - 2.5.6 In the event of a vehicle remaining stationary for a continuous period exceeding one (1) hour it will be deemed as a compulsory rest period.
- ## **2.6 Starting Driver Nominations:**
- 2.6.1 Competitors are required to notify the Secretary of the Event the driver starting the race no later than **0900hrs Sunday 1<sup>st</sup> April**. If this driver does not start the race then this may result in a penalty as determined by the Stewards.
  - 2.6.2 If the starting driver nomination form is **NOT** received by the Secretary of the Event by the specified time as per 2.6.1 above, then the starting driver **will automatically default** to the first nominated driver as per the entry form Driver A.

## CHAPTER 3 – STANDARD SPORTING REGULATIONS

### 3.1 Administration Checking:

#### 3.1.1 Date, Time, Location:

3.1.1.1 Wednesday 28<sup>th</sup> March from 1000hrs to 1700hrs, Secretary of the Event Office, Tower 3 Level 1.

3.1.1.2 Thursday 29<sup>th</sup> March from 0800hrs to 1800hrs, Drivers Briefing Room.

Administration checking outside these hours will be at the discretion of the Chief Scrutineer.

3.1.2 Administration checking must be carried out prior to the vehicle being presented for scrutiny checking. The following documentation must be presented:

Competitors Licence, Drivers Licence/s, Automobile Logbook, Valid CAMS affiliated Car Club Membership Card (for licences issued by CAMS), CAMS Foreign Participation Visa (for licences not issued by CAMS or MSNZ), Tasman Visa (for licences issued by MSNZ).

3.1.3 Competitors must ensure that they have completed the “Pit Lane Disclaimer” form for all team personnel. These will be available from the administration checking (Scrutiny Bay) and must be returned to administration checking prior to the vehicle participating in its first session. CAMS will not cover any team member whose signature does not appear on these forms for insurance purposes. All late arriving team members will be required to sign the Disclaimer at the Scrutiny Bay.

### 3.2 Briefings:

#### 3.2.1 Team Managers Briefing:

Location: Media Centre located on the first level near Tower 1, (above Garage 33 and 34).

Date and Time: Thursday 29<sup>th</sup> March at 1700hrs.

3.2.1.1 Attendance is compulsory and failure to attend or sign the attendance sheet will result in a \$500 fine unless negated by the Stewards in exceptional circumstances.

3.2.1.2 Late attendance (after the Briefing has commenced) and/or leaving early (prior to the Briefing has finished) at any compulsory Team Managers Briefing will Result in a \$250 fine unless negated by the Stewards in exceptional circumstances.

3.2.1.3 Any further Team Managers briefings required will be advised by a Bulletin.

#### 3.2.2 Drivers Briefing:

Location: The large Grey Shed in the Camping Ground, Immediately to the rear of Gate 2.

Date and Time: Saturday 31<sup>st</sup> March at 1700hrs.

3.2.2.1 Attendance is compulsory and failure to be present or on time at the Driver’s Briefing will result in a penalty as detailed in the current CAMS Manual of Motor Sport.

3.2.2.2 Any further Drivers briefings required will be advised by a Bulletin.

#### 3.2.3 Fire and Re-fuellers Briefing:

Location: The large Grey Shed in the Camping Ground, Immediately to the rear of Gate 2.

Date and Time: Friday 30<sup>th</sup> March at 1230hrs.

3.2.3.1 If using hand pump re-fuelling the four (4) refuelling personnel who must attend are:

- a) Fuel Hand Pump Operator
- b) Vehicle Re-fueller Operator
- c) Re-fueller Hose Assistant
- d) Fire Attendant (fire extinguisher operator)

If using overhead rig the four (4) refuelling personnel who must attend are:

- a) Vehicle Re-fueller Operator

- b) Fuel Rig Emergency Cut-Off Attendant (the dead man handle operator)
- c) Re-fueller Hose Assistant
- d) Fire Attendant (fire extinguisher operator)

3.2.3.2 Attendance is compulsory and failure to attend and sign the attendance sheet will result in a \$500 fine unless negated by the Stewards in exceptional circumstances.

3.2.3.3 Late attendance (after the Briefing has commenced) and/or leaving early (prior to the Briefing has finished) at any compulsory Fire & Re-fuellers Briefing will result in a \$250 fine unless negated by the Stewards in exceptional circumstances.

### **3.3 Scrutiny Checking:**

3.3.1 Date and Time: Thursday 29<sup>th</sup> March from 0800hrs to 1800hrs.

3.3.2 Location: Pre-event scrutiny will take place at the Scrutiny Bay, a timetable will be issued in the **Further Supplementary Regulations**. Each vehicle will be inspected, weighed and have its fuel system capacity checked as a part of pre-event scrutiny.

3.3.3 All items listed in I. Sporting, Chapter 5 and the Group 3E Technical Regulations and CAMS Recognition Document must be in place **prior** to the scrutiny checking.

3.3.4 Each vehicle shall be presented for scrutineering:

- With recognition documents
- With fuel cell and safety cage certificate
- Without fuel
- With all mandatory stickers (technical/safety/series sponsors)
- With control tyres fitted
- If the vehicle does not have a CAMS approved recognition document then the vehicle must comply with the Technical Specification as detailed in the List of Eligible Vehicles in Appendix I.

3.3.5 Apparel Checking

All drivers and team apparel (including re-fuellers helmets, overalls, gloves etc) must be provided for inspection and approval, this will be completed in the teams pit lane garage on Thursday 29<sup>th</sup> March between 0800hrs and 1700hrs.

3.3.6 Fire extinguishers (as per Item 3.10.4.3) must be presented during the scrutiny checking.

3.3.7 Overhead rigs and/or hand fuel pump will be checked as set up in the pit lane garage (refer to 3.10.4.4 and 3.10.4.5) on Friday 30<sup>th</sup> March between 0900hrs and 1700hrs.

3.3.8 Each vehicle will be issued with a scrutiny approval sticker once it has successfully completed the scrutiny check.

3.3.9 Any vehicles failing to display the scrutiny approval sticker will not be permitted to participate.

### **3.4 General Safety:**

3.4.1 The Mount Panorama Circuit is a public road and during the Event while the circuit is not closed for competition access to this road is limited to authorised personnel and vehicles only, which must respect and obey all relevant road rules.

3.4.2 The pushing of a vehicle by the driver or by another competing vehicle along the track or pushing it across the finishing line is not allowed and will entail immediate exclusion of the vehicle or vehicles concerned.

### **3.5 Practice, Qualifying and Race Procedure:**

- 3.5.1 Before the commencement of each Practice and Qualifying session, each vehicle must remain within its pit lane garage until the pit exit is opened to commence the session, this will be advised over the RMC.
- 3.5.1.1 The first breach will be a warning.
- 3.5.1.2 The second and each further breach will result in that vehicles fastest time being deleted.
- 3.5.1.3 No vehicle is permitted to stop in the pit lane other than in its designated pit bay. Except if a session is stopped by the use of the red flag, vehicles may either choose to stop at their designated pit bay or stop at the pit lane exit for the recommencement of the session.  
**NO** work can be carried out on any vehicles stopped in the fast lane.
- 3.5.2 From the commencement of any qualifying session, a vehicle is **NOT** permitted to be moved back into the pit lane garage without the prior express approval of the Chief Scrutineer.
- 3.5.3 Short Cutting the Circuit:
- 3.5.3.1 Qualifying:  
Any drivers that short cut the circuit between Turn 11 to Turn 13 Drivers Left, will have that lap time deleted for each breach during each practice and qualifying session. **A Judge of Fact will be nominated in a Bulletin at the Event.**
- 3.5.3.2 Racing:  
Any drivers that short cut the circuit between Turn 11 to Turn 13 Drivers Left, each breach will be investigated, any penalties will be issued by the Stewards. **A Judge of Fact will be nominated in a Bulletin at the Event.**
- 3.5.4 Qualifying:
- 3.5.4.1 There will be two (2) thirty (30) minute qualifying sessions, the first session will be for the Bottom Fifty (50%) percent of vehicles, and the second session will be for the Top Fifty (50%) percent of vehicles. Each qualifying session **may be extended** by a maximum of five (5) minutes at the discretion of the Clerk of the Course.
- 3.5.4.2 The combination of all times set by each vehicle during each practice session will be the basis of determining the Top and Bottom Fifty (50%) percent split for each vehicle.
- 3.5.4.3 In the case of an odd number of vehicles entered, the Bottom Fifty (50%) percent will have the Greater number of vehicles.
- 3.5.5 During the qualifying of the vehicle for grid determination there is **NO** requirement for each of the nominated drivers to drive the vehicle. The vehicle must set a time that qualifies it within the 130% of the fastest time.
- 3.5.6 All vehicles in **Class I only** the benchmark minimum lap time is **2 minutes 30 seconds**.
- 3.5.6.1 During any Practice session if a vehicle in Class I records a lap time that is faster than the benchmark lap time, that vehicle will be black-flagged for the remainder of that session.
- 3.5.6.2 During any Qualifying session if a vehicle in Class I records a lap time that is faster than the benchmark lap time that lap time will be deleted from the results.
- 3.5.6.3 During the race if a vehicle in Class I records a lap time that is faster than the benchmark lap time it will receive a drive through penalty. During the race if a vehicle in Class I records a lap time, which is faster than the benchmark lap time more than twice, a time or other penalty, may be applied by the Stewards.

### **3.6 Grid Determination:**

- 3.6.1 Grid positions for the Bathurst 6 Hour Race will be based on the combination of times set during the two (2) qualifying sessions. The vehicle with the fastest time will be placed on pole position and the remainder in order of their qualifying times.
- 3.6.2 If two or more vehicles record equal lap times in the qualifying session, the first vehicle to record the time will take precedence as regards to starting and for grid positions.

### **3.7 Start Procedure:**

- 3.7.1 The start procedure for the race will be as per the RMSR Item 6.4 (i) Steps 1 and 4 – Championship Rolling Start of the current CAMS Manual of Motor Sport, except as follows;
- 3.7.2 **Fifteen (15) minutes** prior to the scheduled start of the formation lap, pit exit will open and vehicles may leave pit lane on **one (1) observation lap**. At the end of this lap each vehicle must stop on their allocated grid position with their engines stopped.
- 3.7.3 The pit lane exit will be closed **Ten (10) minutes** prior to the scheduled start of the formation lap.
- 3.7.4 A warning will be sounded **Two (2) minutes** prior to the closure of the pit lane exit.

### **3.8 Major Repairs:**

- 3.8.1 Any vehicle requiring extended servicing or repairs longer than ten minutes (10) should be moved into the pit lane garage. Once the vehicle is moved into the pit lane garage the number of persons permitted to service the vehicle is free. Also refer to I. Sporting, Chapter 3, Item 3.10.5.
- 3.8.2 In the event that a vehicle requires repairs which cannot be carried out in the pit lane garage, subject to receiving the prior express approval of the Chief Scrutineer, it is permitted for that vehicle to be removed from the pit lane garage to the TAFE repair centre for these repairs to be carried out. Once these repairs have been completed, the vehicle must be returned to its allocated pit lane garage before it re-joins the circuit. The removal and return of any vehicle in these circumstances must be carried out under the supervision of and subject to the instructions of the Chief Scrutineer or their nominee. A 10kph speed limit applies in the paddock area at all times.
- 3.8.3 Save as provided for in these regulations, any repairs carried out on a vehicle outside of the pit lane must only be carried out by the driver alone using only tools or parts transported in the vehicle (advice given to the driver whether by electronic means or by voice is not considered to contravene this regulation).
- 3.8.4 Save as provided in I. Sporting, Chapter 3, Item 3.8.2, any replenishment of oil or water outside the pit lane is forbidden.
- 3.8.5 Any vehicle that has stopped on the circuit and is returned to the scrutiny bay or TAFE repair centre by officials will have the option to either;
  - 3.8.5.1 Withdraw the vehicle from the Event, to be made in writing to the Secretary of the Event.
  - 3.8.5.2 Affect repairs in the pit lane garage and/or in the TAFE repair centre.

### **3.9 Pit Lane & Pit Lane Garages:**

- 3.9.1 Booms:
  - 3.9.1.1 The use of a pit boom is **prohibited**.
- 3.9.2 Fuel Storage:
  - 3.9.2.1 For the duration of the Event, fuel must only be stored or transferred (into any other storage vessel or a vehicle) at a temperature that is within ten (10) degrees Celsius of ambient temperature.



3.9.2.2 The maximum quantity of fuel that can be stored in each garage at any time is two hundred and five (205) litres, regardless if there is one (1) or two (2) vehicles in a garage.

### 3.9.3 General:

3.9.3.1 The Prescribed Line referred to in these Supplementary Regulations is the RED line painted in pit lane parallel to the garage fronts.

3.9.3.2 Pit lane garage allocations will be at the discretion of the Bathurst 6 Hour Administrator, with competitors allocated a garage on a shared basis two (2) Bathurst 6 Hour vehicles in each garage.

3.9.3.2.1 When entries close there may be a limited number of garages available for sole use i.e. one (1) Bathurst 6 Hour vehicle per garage. The cost will be \$550 including GST and allocation will be determined by the Bathurst 6 Hour Administrator.

3.9.3.3 Competitors must not paint lines on any part of the pit lane.

3.9.3.4 The use of reverse gear in pit lane is strictly forbidden.

3.9.3.5 At all times during the Event the rear pit lane garage roller door facing the Paddock must remain **FULLY** open. Any pit walling must not block off the rear of the garage completely, with at least a 3-metre gap to be left.

3.9.3.6 All equipment after all sessions must be cleared from pit lane ready for the next session.

3.9.3.7 No equipment, vehicle and/or displays are to be placed from the rear of the pit lane garage to the stormwater dish drain, this must be kept clear at all times for WH&S compliance.

3.9.3.8 With exception to a free standing timing beacon, no equipment is to be placed on the pit wall.

3.9.3.9 All competitors and/or drivers are advised you are **NOT PERMITTED** to wash any truck, transporter, trailer or vehicles in the paddock area. There is a commercial truck washing facility at Blayney and any breach of this rule will be referred to the Stewards.

### 3.9.4 Pit Lane Entry, Exit & Speed Limit:

3.9.4.1 Vehicles exiting the pits must not cross the solid line that separates the pit exit and the track.

Vehicles must not cross, in either direction, the solid line that separates the pit entry and the track.

Penalties as detailed below may be imposed. The Judge of Fact **will be advised by Bulletin at the Event.**

3.9.4.1.1 During Practice or Qualifying:

**First adjudged breach** – a warning

**Second and subsequent adjudged breaches** – the penalty will be a loss of the fastest lap time for each breach.

3.9.4.1.2 During Racing:

For each adjudged breach - a drive through penalty.

3.9.4.2 The Pit Lane speed limit is **40 km/h.**

3.9.4.2.1 Penalties will be applied for any breach as per the current CAMS Manual of Motor Sport.

### 3.9.5 Safety:

3.9.5.1 Fire alarm detectors and/or sirens in pit lane garages are not to be tampered with. Any such tampering will be referred to Bathurst Regional Council for Civil charges to be laid under the Building and/or Fire codes, plus the cost of the repair of all the devices will be forwarded to the competitor.

3.9.5.2 No person under the age of sixteen (16) years will be permitted in **pit lane and/or pit lane garages**.  
**Note: In accordance with the NSW Motor Sport Public Safety Act any child under the age of 16 years is not permitted in the pit lane garages.**

3.9.5.2.1 Teams will be given one warning for the first breach.

3.9.5.2.2 If breaches are reported during practice and/or qualifying. The penalty will be the fastest lap time deleted for each reported breach.

3.9.5.2.3 If breaches are reported during the race. The penalty will be a drive through penalty each reported breach.

3.9.5.2.4 Each Pit Lane Marshal will be Judge of Fact.

3.9.5.3 The use of any type of gas heaters within a pit lane garage is prohibited.

3.9.5.4 At all times all competitors must comply with Dangerous Goods Act and Regulation – Storage and Handling of Hazardous Substances, plus the Work Health and Safety Act and Regulation for New South Wales.

3.9.6 Spark Generating Devices:

The use of spark generating devices (grinders & welders etc.) **is strictly prohibited**. If a repair is to be undertaken using spark generating devices it must be taken to the TAFE repair centre.

### **3.10 Pit Stop Procedures:**

3.10.1 Car Controller:

3.10.1.1 At all times whilst a vehicle is stationary in its pit bay it must remain under the control of a designated Car Controller who must remain at the front of the vehicle in clear view of the driver and is responsible for the safe conduct of the pit stop and departure of the vehicle at the completion of any pit stop. **The Car Controller is not permitted to assist in any way with a pit stop and will not count in any following regulation regarding the number of persons permitted to assist with a pit stop.**

3.10.1.2 For each pit stop, the Car Controller may be in a position in pit lane to assume control of the vehicle one (1) lap before the vehicle crosses the control line at pit entry, and must be behind the Prescribed Line before the vehicle crosses the line at pit lane exit.

3.10.1.3 If a vehicles dry break fuel coupling/s is mounted forward of the A pillar / leading edge of the front doors, the Car Controller must be attired as per a re-fuelling person.

3.10.2 Driver Change:

3.10.2.1 A driver change may be carried out at any time during a compulsory pit stop. Neither the nominated driver assistant nor the incoming or exiting driver are to perform any other duties during the driver change.

3.10.2.1.1 The incoming driver is permitted to carry his own drink bottle to the vehicle, but it must be installed by the general pit crew member.

3.10.2.1.2 The exiting driver is permitted to carry his own drink bottle back from the vehicle, once the general pit crew member has removed it.

3.10.2.1.3 If a driver stays in the vehicle during either the re-fuelling and/or the servicing of the vehicle, only the general pit crew member will be tasked with refilling the driver drink bottle, refilling driver cool suits.

- 3.10.2.2 Each incoming driver and the nominated driver assistant must not cross the Prescribed Line into pit lane until the vehicle has come to a complete stop in its pit bay.
- 3.10.2.3 The driver who has exited the vehicle and the nominated driver assistant must be behind the Prescribed Line before the vehicle is released from its pit bay at the conclusion of a pit stop.
- 3.10.2.4 Change of drivers may only take place in the teams pit lane bay.
- 3.10.2.5 If a driver change is being carried out while a vehicle is being refuelled, and the nominated driver assistant is within one (1) metre of the re-fuelling fittings, then the nominated driver assistant is required to be attired as per I. Sporting Chapter 3, Item 3.10.4.1.
- 3.10.3 General:
- 3.10.3.1 If a vehicle stops in pit lane before reaching, or passes its designated pit lane garage, the vehicle may be pushed to and/or back to its pit bay area by members of its team.
- 3.10.3.2 A Pit Stop Procedure can be made up only of the following activities;  
Refuelling the vehicle or servicing the vehicle.
- 3.10.3.3 Any refuelling of a vehicle must be completed prior to any servicing of the vehicle being carried out.
- 3.10.3.4 At **NO** time are both the refuelling and servicing activities to be performed together.
- 3.10.3.5 Other than the Car Controller, all personnel and equipment (other than any wheel chock that is used exclusively to prevent the vehicle from rolling) must be behind the Prescribed Line before an activity will be deemed completed. Only then can a new activity begin or the Car Controller can release the vehicle. If the chock is not removed it must be restrained. The preferred method of restraint is a rope that can be used to remove chock from behind the line.
- 3.10.3.6 In addition to the Car Controller, a Team Data downloading person, the Nominated Driver Assistant, Host TV broadcast crew members and Tyre company technicians a maximum of:  
3.10.3.6.1 Five (5) personnel are permitted to assist with any refuelling activity. The duties are restricted to:

**Vehicle Re-fueller (x1)**

During the re-fuelling of the vehicle, the vehicle Re-fueller must only handle and operate the refuelling hose for the duration of the Refuelling operation.

**Fuel Rig Emergency Cut-Off Attendant (x1) – Dry-Break Refuelling**

During the Refuelling of the vehicle, the Fuel Rig Emergency Cut-Off Attendant must hold the valve of the re-fuelling rig open only during the re-fuelling operations and must not participate in any other activities other than the duties of an emergency cut-off valve attendant.

**OR**

**Fuel Hand Pump Operator (x1) – Hand Pump Refuelling**

During the Refuelling of the vehicle, the Fuel Hand Pump Operator is to operate the hand pump under the direction of the Vehicle Re-fueller and must not participate in any other activities other than the duties of Fuel Hand Pump Operator.

### **Fire Attendant (x1)**

During the re-fuelling of the vehicle, the Fire Attendant must be ready and located behind the vehicle (as shown in the diagram 3.10.4.1.3) with a working fire extinguisher (not less than 4.5kg). The Fire Attendant must not participate in any other activities other than the duties of a Fire Attendant during the entire activity.

### **Re-fueller Hose Assistant Operator (x1)**

During the re-fuelling of the vehicle, a Re-fueller Hose Assistant may hold the re-fuelling hose over the rear of the vehicle.

### **General Pit Crew (x1)**

During a CPS for the Re-fuelling of the vehicle only, the general pit crew member is permitted to change the drivers drink bottles only. If the general pit crew member to fore fill this task is within one (1) metre of the re-fuelling fittings he must be attired as per a re-fueller.

- 3.10.3.6.2 Four (4) personnel are permitted to assist with any servicing activity. The duties are restricted to:

### **Wheel/Tyre Changer (x 2)**

During the Servicing of the vehicle, the Wheel/Tyre Changers are only permitted to change the wheels/tyres (and carry out work directly associated with these activities) until the wheel/tyre changes have been completed. Once all wheel/tyre changes have been completed, the Wheel/Tyre Changer is then permitted to carry out other tasks until the Servicing of the vehicle is completed.

### **General Pit Crew (x2)**

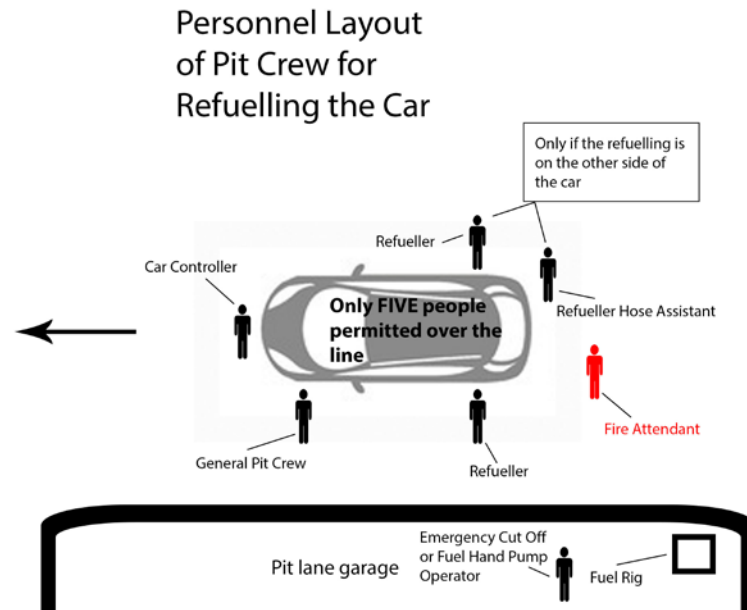
During a CPS for the Servicing of the vehicle, the general pit crew member is permitted to carry out any task associated with the Servicing of the vehicle including assisting the wheel/tyre changers.

- 3.10.3.7 During a pit stop the engine may remain running or be switched off. However, when preparing to re-join the circuit, the vehicle must start by its own means without any outside assistance.
- 3.10.3.8 Equipment and personnel may only cross the Prescribed Line into pit lane after the vehicle has come to a complete stop within its pit bay. Once any equipment or personnel has crossed the Prescribed Line an activity will be deemed to have commenced.
- 3.10.3.9 Any vehicle driving over any equipment or personnel may receive a penalty as determined by the Stewards.
- 3.10.3.10 Team data downloading personnel, host TV broadcast crew members (changing and/or adjusting any in car cameras) and tyre company tyre technicians (inspecting or taking tyre temperatures) will not be counted as part of the team's pit stop personnel. These operations may be carried out at any time during a pit stop, but if during refuelling of the vehicle and within one (1) metre of the re-fuelling fittings then that person must be attired as per I. Sporting, Chapter 3, Item 3.10.4.1.1.

## 3.10.4 General Re-fuelling the Vehicle:

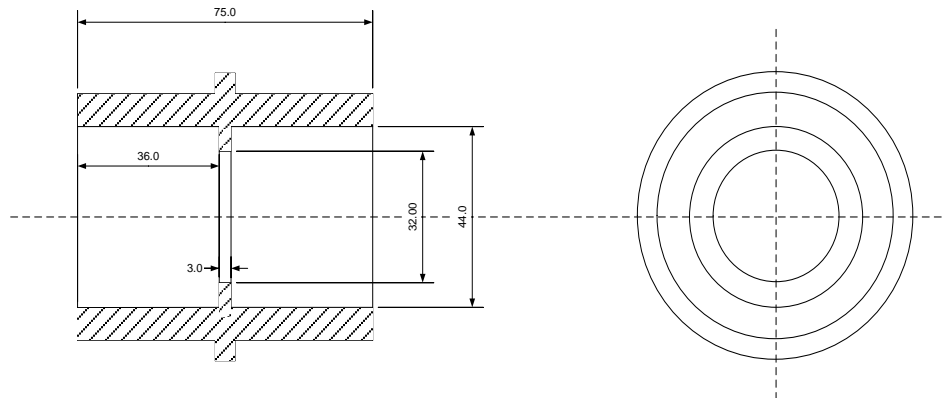
- 3.10.4.1 All re-fuelling procedures must comply with either I. Sporting, Chapter 3, Item 3.10.4.4 or 3.10.4.5.

- 3.10.4.1.1 All re-fuelling apparel must comply with Schedule D of the current CAMS Manual of Motor Sport.
- 3.10.4.1.2 The maximum number of persons permitted in pit lane at any one (1) time during the re-fuelling of the vehicle is five (5) people. **Note:** this does not include the car controller.
- 3.10.4.1.3 The following diagram is a guide to assist teams in the placement of personnel.



- 3.10.4.2 At all times during any practice session or race, re-fuelling of the vehicle must only be carried out in the teams pit lane bay.
  - 3.10.4.2.1 **NO refuelling** is permitted at any time during any qualifying session.
  - 3.10.4.2.2 **NO refuelling** is permitted at any time inside a pit lane garage.
- 3.10.4.3 Competitors must provide two (2) up to date, tagged and fully functional dry chemical powder fire extinguishers each of a minimum capacity of 4.5kg with 9kg fire extinguishers being strongly recommended) per vehicle under their control. Note: One (1) 9kg fire extinguisher is not an acceptable alternative.
- 3.10.4.4 If Using an Overhead Refuelling Tower:
  - 3.10.4.4.1 An overhead refuelling rig complying with Schedule N of the CAMS Manual of Motor Sport must be used. If a vehicle has been specifically approved by CAMS to be fitted with other than a Siamese coupling, the inlet and vent hoses may be separate. In the event that a vehicle has been approved by CAMS to be fitted with separate inlet and vent hoses, it is permitted for the Vent Hose Operator to be across the Prescribed Line prior to the vehicle coming to a stop to commence a pit stop. Once the Vehicle Re-fueller has crossed the Prescribed Line, the refuelling is deemed to have been completed, even if the Re-fueller Hose Assistant has not yet crossed the Prescribed line. At all times when filling or emptying re-fuelling towers in the pit lane garage all personnel must be fully attired in the apparel as per the current CAMS Manual of Motor Sport.

- 3.10.4.4.2 During **ANY** fuel transfer (vehicle to container, container to vehicle, container to container, container to tower, tower to container, tower to vehicle etc) all persons involved in the transfer or within one (1) metre of the re-fuelling fittings must comply with I. Sporting, Chapter 3, Item 3.10.4.1.1, including a minimum of a 4.5kg fire extinguisher be present.
- 3.10.4.4.3 Each pit lane garage has two (2) earthing points indicated by a green square plate marked "Equipotential Bond Point". This is the official and **ONLY** earthing point for the re-fuelling towers and team managers are responsible for ensuring that their rig is connected appropriately.
- 3.10.4.4.4 Each re-fuelling tower must be suitably restrained to the pit building structure to prevent it falling in the event of any accident in pit lane. The restraint of each re-fuelling tower will be subject to the approval of the Chief Scrutineer. It is not permitted to drill the concrete floor and/or any part of the garage structure.
- 3.10.4.4.5 The minimum hose length from fuel rig to dry-break coupling is three (3) metres.
- 3.10.4.4.6 Re-fuelling towers must have a fuel flow restrictor, which must be fitted into the re-fuelling hose within 150mm of the dry-break coupling and through which all fuel being transferred to the vehicle must pass. The restrictor must be 75mm long, be circular in section and have a maximum internal diameter of 32mm. The 32mm restriction must be maintained for a distance of 3mm. The minimum internal diameter either side of the restriction is 44mm, maintained for 36mm. This restrictor must comply with the drawing as below:



- 3.10.4.5 If using a Hand Operated Pump:  
Vehicles without a dedicated Dry Break refuelling system may use an approved hand operated pump fitted, to a minimum of four (4) metres Maximus dedicated fuel hose (Ref No RWPS09-025) that incorporates inbuilt copper earth wire and non-kink wire coiling and a squeeze to operate nozzle.

**Note:** Hand operated pumps may continue to be used for the 2018 Hi-Tec Oils Bathurst 6 Hour Event, from the **2019 Hi-Tec Oils Bathurst 6 Hour** Event all vehicles must be fitted with a CAMS approved dry-break re-fuelling system.

- 3.10.4.5.1 Approved hand pumps are:

- MacNaught Rapidflo.
- **Alemlube 5060A.**
- **Superflow DP203**

- **Tecalemit TEC62205**

- **Ultraflo AP-1320**

Other brands as advised in any Further Supplementary Regulations.

3.10.4.5.2 At all times when using the hand operated pump in the pit lane garage all personnel must be fully attired in the apparel as per the current CAMS Manual of Motor Sport.

3.10.4.5.3 During **ANY** fuel transfer (vehicle to container, container to vehicle, container to container, container to tower, tower to container, tower to vehicle etc) all persons involved in the transfer or within one (1) metre of the re-fuelling fittings must comply with I. Sporting, Chapter 3, Item 3.10.4.1.1, with a minimum of a 4.5kg fire extinguisher be present.

3.10.4.5.4 Each pit lane garage has two (2) earthing points indicated by a green square plate marked "Equipotential Bond Point". This is the official and **ONLY** earthing point for any re-fuelling equipment and team managers are responsible for ensuring that their pump is connected appropriately.

3.10.4.5.5 Two hundred and five (205) litre fuel drums are to be used and must be suitably restrained to the pit building structure to prevent it falling in the event of any accident in pit lane. The restraint of the fuel drum will be subject to the approval of the Chief Scrutineer. It is not permitted to drill the concrete floor and/or any part of the garage structure.

3.10.4.5.6 A wet towel or fire blanket must be placed over any tyre that is within 1 metre of the refuelling orifice to reduce the ability of fire if fuel is spilt on the tyre. If the refuelling orifice is within the boot or hatchback then the wet towel or fire blanket is not required. Any of the following personnel can place the wet towel or fire blanket prior to commencement of refuelling operations:

- Vehicle Re-fueller,
- Fuel Hand Pump Operator,
- Fire Attendant,
- Re-fueller Hose Assistant Operator

### 3.10.5 Servicing the Vehicle:

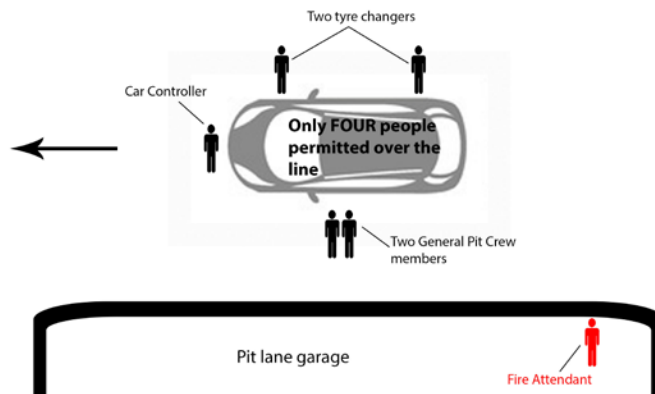
3.10.5.1 The use of on-board jacking systems is **prohibited** the vehicle can only be lifted by the use of commercially available standard trolley jacks.

3.10.5.2 Teams must use solid incompressible components capable of supporting the vehicle in case of a jacking system failure. These must be positioned under the car at all times while persons working on the vehicle have any part of their body under any part of the vehicle. This does not include wheel changing operations and brake pad changes, where the techniques involved do not require persons to place any part of their body under the vehicle.

3.10.5.3 The maximum number of persons permitted in pit lane at any one (1) time during the servicing of the vehicle is four (4) people. **Note:** this does not include the car controller.

3.10.5.3.1 The following diagram is a guide to assist teams in the placement of personnel.

## Personnel Layout of Pit Crew for Servicing the Car



- 3.10.5.4 The maximum number of powered tools (brushless, hand or otherwise) used to loosen or re-tension the wheel nuts is two (2).
- 3.10.5.5 Only one (1) side of the vehicle can be lifted at a time, so there must be two (2) tyres on the ground at all times during the pit stop. The front only – or the rear only can be lifted at one time, so long as two (2) tyres are on the ground at all times.
- 3.10.5.6 Any person who crosses the 'prescribed line' and/or assists during the pit stop by passing or moving tools and/or components from the pit lane garage over the 'prescribed line' into pit lane, shall be deemed as working on the vehicle.
- 3.10.5.7 Any person receiving components or tools rolled or passed from pit lane over the 'prescribed line' into the pit lane garage shall not be deemed as working on the vehicle.
- 3.10.5.8 Brake pad changes can be undertaken in conjunction with wheel changing operations.  
**Note:** Any brake pad change is **not compulsory** during the race.

### 3.11 Compulsory Pit Stop (CPS):

- 3.11.1 The CPS procedure will be in accordance with RMSR Item 11.4 as listed in the current CAMS Manual of Motor Sport.
- 3.11.2 The CPS window will open thirty (30) minutes after the start of the race, a board will be displayed at the control line advising "Pit Window Open" plus over the RMC, the CPS window will close three Hundred and Thirty (330) minutes after the start of the race, a board will be displayed at the control line advising "Pit Window Closed" plus over the RMC.
- 3.11.3 Failure to complete the required number of CPS during the CPS window will result in a five (5) lap penalty being applied. If a vehicle has not completed seventy five percent (75%) of the race distance of the leader of their Class then the number of CPS will be prorated to match the race distance expected to be achieved.
- 3.11.4 The penalty for commencing a CPS refuelling and/or servicing of the vehicle when the CPS window is closed will be the specified total pit stop time added to your race time.



### 3.11.5 Minimum Number:

3.11.5.1 Each vehicle is to satisfactorily complete the number of CPS as required in the table below:

| Class | Number |  | Class | Number |
|-------|--------|--|-------|--------|
| A1    | 4      |  | C     | 3      |
| A2    | 4      |  | D     | 3      |
| B1    | 4      |  | E     | 3      |
| B2    | 4      |  | I     | 4      |

3.11.5.2 Once the minimum number of CPS have been completed by the vehicle any further pit stops either for refuelling or servicing the vehicle the minimum pit stop time does not apply and the pit lane transit time is free.

3.11.6 For any CPS a **total** minimum pit stop time will be calculated from when a vehicle crosses the pit lane entry line, to when the vehicle crosses the pit lane exit line will be two minutes twenty (2.20.00) seconds. **The penalty for a time less than the total minimum pit stop time will be thirty two (32) seconds added to your race time.**

The Chief Timekeeper will be the sole Judge of Fact.

3.11.6.1 A CPS can be for re-fuelling.

3.11.6.2 A CPS can be for the servicing of the vehicle.

3.11.6.3 Definition of servicing the vehicle is changing of tyres, changing of brake pads.

3.11.6.4 For a change of driver during a CPS refer Item 3.10.2.

### 3.11.7 Discretionary Pit Stop (DPS):

If a DPS is required for an example one (1) flat tyre, mechanical issue and/or loose body work then the CPS rule and/or penalty do not apply. **No other re-fuelling, driver change, and/or servicing** of the vehicle may be undertaken.

If re-fuelling, driver change and/or servicing of the vehicle is undertaken then the pit stop will be considered a CPS and the CPS rule and penalty applies.

## 3.12 Race Finish:

3.12.1 The chequered flag signalling the end of the race will be displayed to the lead vehicle the first time it crosses the control line after the six (6) hour time period or;

3.12.1.1 If the leading vehicle is not running on the track at the time the race is scheduled to finish, the chequered flag shall be shown to the next placed vehicle.

3.12.1.2 To be classified as a finisher a vehicle must cross the control line on the circuit no later than four (4) minutes after the display of the chequered flag, or as otherwise determined by the Stewards.

3.12.1.3 The requirement of RMSR 6.11 that to be classified as a finisher a vehicle must have completed at least 75% of the race distance completed by the leader does not apply.

3.12.1.4 All vehicles, which have completed the race, must proceed directly to the Parc Ferme area. Any breach of this regulation may result in exclusion from the race.

## 3.13 Safety Car Intervention:

3.13.1 If the Clerk of the Course decides to use the safety car to neutralise the race due to an accident this will be advised to all teams over the RMC. The use of the safety car will be as per the RMSR Item 6.12 of the current CAMS Manual of Motor Sport except for the following:

3.13.2 Over lapping but not overtaking will be permitted after the apex of the last turn prior to the Control Line.

### 3.14 Stopping the Race:

As per the current CAMS Manual of Motor Sport with the following exception;  
If after seventy five percent (75%) of the race time has elapsed, the race is stopped by use of the red flag, if possible, the race shall be re-started and will continue until the scheduled finish time.

### 3.15 Parc Ferme:

Each vehicle must proceed directly to the scrutiny bay for Parc Ferme at the conclusion of the qualifying session and race.

### 3.16 Official Notice Board:

The location of the Official Notice Board will be at the base of Tower 3 at ground level facing the paddock.

### 3.17 Fuel:

3.17.1 Fuel shall be exclusively as supplied by the Organiser via Race Fuels, Mark Tierney ([fuelorder@racefuels.com.au](mailto:fuelorder@racefuels.com.au)) or +61 (0)3 9686 8645.

3.17.2 The types of fuel to be supplied will be BP Unleaded 98 Octane pump fuel, and E85.

1.7.2.1 Only vehicles listed in Class I are permitted to use E85.

3.17.3 Race Fuels is the exclusive fuel supplier. All fuel used at the Event **MUST** be purchased from Race Fuels either in advance or during the Event.

3.17.4 Fuel will only be dispensed to each competitor in sealed 200 litre drums each competitor must have a hand pump to transfer the fuel to any overhead-refuelling tower.

3.17.5 Competitors must fully complete the fuel order form including credit card details as provided by the Bathurst 6 Hour Administrator and send the fuel order form directly to Race Fuels.

3.17.6 The fuel prices will be displayed at the bowser during the Event.

### 3.18 Balance of Performance (BoP):

Each vehicle may be subject to a Balance of Performance adjustment which may take the form of a change to minimum racing weight, a change of maximum allowable boost, or the increase of minimum ride height. Any application of BOP will be advised by the TD and will be covered by a technical bulletin. The Organiser reserves the right to apply a BOP adjustment at any time up to two (2) hours prior to the commencement of the Bathurst 6 hour race.

### 3.19 Tyres:

3.19.1 All tyres used at the Event must be purchased from the **Official** tyre provider.

Gary Harrison

Gary's Motorsport Tyre's

Unit 3 – 13 Penny Place

Arndell Place, NSW, 2148

P: +61 (0)2 9676 8655 F: +61 (0)2 9676 5300 E: [garydunlop@ozemail.com.au](mailto:garydunlop@ozemail.com.au)

3.19.1.1 The only tyre to be used will be the Hankook Ventus TD (Z221) Compound C5 all weather tyre.

3.19.1.2 A maximum of twenty four (24) **NEW** tyres **only**, purchased **EXCLUSIVELY FOR THE 2018 Hi-Tec Oils Bathurst 6 Hour** from the official **tyre** supplier **detailed** above, must be marked for exclusive use on each vehicle during **all practice, qualifying sessions and the race**.

3.19.1.3 Competitors must fully complete the tyre order form including credit card details as provided by the Bathurst 6 Hour Administrator and send the tyre order form directly to Gary's Tyres.

The tyre order form must be supplied no later than four (4) weeks prior to the event (2<sup>nd</sup> March 2018). Tyres will not be supplied until fully paid for.

- 3.19.1.4 **PREVIOUSLY PURCHASED NEW AND/OR USED TYRES are NOT permitted to be used at any time during the 2018 Hi-Tec Oils Bathurst 6 Hour.** It is the responsibility of the Competitor to ensure that all tyres are marked or scanned as detailed in these Supplementary Regulations.
- 3.19.1.5 Any competitor that uses more than the twenty four (24) tyres allocated will receive a minimum of a one (1) lap penalty per tyre or any other penalty as determined by the Stewards for the extra tyres used.
- 3.19.1.6 Each tyre fitted to a vehicle at any time must be the same type. In the case of a vehicle, which are homologated with different size rims on the front and rear axles, both tyres on the same axle must be of the same type.
- 3.19.1.7 Scrutineers and/or the TD will check that the control tyres are fitted to each vehicle on Friday morning prior to the first practice session.
- 3.19.2 Tyre heating/retention devices and chemical treatments are strictly prohibited, except for heat cycling by the tyre provider whilst the tyres are new.
- 3.19.3 Tyre pressure control valves that automatically control tyre pressures are forbidden.
- 3.19.4 Competitors must provide to the official tyre provider wheel rims for the fitment of the tyres from **1200hrs (noon) Wednesday 28<sup>th</sup> March.**
- 3.19.5 Fitment of the control tyres to rims prior **Tuesday 27<sup>th</sup> March** can be arranged with the official tyre supplier. Contact Gary's Tyre's to arrange a day and time.
- 3.19.6 The TD is the sole arbiter with regard to interpretation and application of these tyre regulations and any decision made by the TD in this regard shall not be the subject of any protest or appeal.
- 3.19.7 The minimum tyre pressure is to be 26 PSI or 179.2 kPa during any ride height checks.

### **3.20 Forced Induction Engines:**

- 3.20.1 Each automobile fitted with a forced induction engine must comply with the maximum manifold pressure as listed in the relevant automobile's homologation document.
- 3.20.2 The maximum inlet pressure specified in an automobile's homologation document is in addition to atmospheric pressure which at all times is deemed to be 101kPa (1010 millibars).
- 3.20.3 It is permitted to modify the boost control mechanism to achieve the specified boost pressure provided such modification is expressly approved by the TD by issuing a technical bulletin.
- 3.20.4 Each forced induction automobile must be fitted with an MSE BM2012 pressure monitoring data logger manufactured after 1 January 2012 by:

Motor Sport Electronics  
22 Deep Pool Way  
MT ANNAN NSW 2567

Phone: (02) 4648 0030

Email: sales@msedata.com.au

Mobile: 0402 102 553

- 3.20.5 Mounting:
- 3.20.5.1 Each pressure monitoring data logger must be installed and function in accordance with instructions issued by the pressure monitoring data logger supplier and the TD for the duration of the event.
  - 3.20.5.2 The MSE unit is to be mounted in the engine bay of the vehicle and the hose to the inlet manifold is to be visible or be able to be felt along its complete length.
- 3.20.6 Data Download:
- 3.20.6.1 The TD has the right to check the output of the MSE Pressure Monitoring Data Logger at any time during a race meeting whilst the vehicles are under the control of the Chief Scrutineer or the TD. The TD can exchange the competitor's MSE unit at any time.
  - 3.20.6.2 For the duration of the Event the MSE is not to be reset or its data deleted without the express permission of the TD.
- 3.20.7 The TD shall be the sole arbiter in regard to the interpretation of any data recorded by the pressure monitoring data logger and the compliance of any automobile with the maximum boost limit specified in the respective automobiles BoP (or otherwise). Any non-compliance shall be reported to the Stewards of the Meeting with a recommendation of exclusion from the relevant session.
- 3.20.8 Any vehicle's MSE Pressure Monitoring Data Logger when checked by the TD found to be not recording any data or the data has been deleted, the TD will request from the Stewards that the competitor be excluded from the session where the recordings were taken (qualifying or race only). The onus is on the competitor to ensure that their MSE units are operating correctly at all times during the Event.

## CHAPTER 4 – ADDITIONAL INFORMATION

### 4.1 Additional Flag Point:

In addition to the flags shown at the control line, the following flags will be displayed at **Turn 19.2** drivers right hand side at the start of Conrod Straight; Black Flag, Black Flag with Orange Disc and Bad Sportsmanship Flag.

### 4.2 Yellow Flashing Lights:

- 4.2.1 There are yellow flashing lights located at Turn 6 (Drivers Left), Turn 8 (Drivers Right) and Turn 9 (Drivers Right). These lights are a warning that there is a yellow, white, and/or yellow with red stripes flag sector ahead to Turn 10 (the Vista area). These lights are for information purposes only and do not have any regulatory purpose.
- 4.2.2 The yellow flashing lights located at Turn 10 (McPhillamy Park) and Turn 11 (Skyline) are a warning that there is a yellow, white, and/or yellow with red stripes flag sector ahead between Turn 10 (McPhillamy Park) and Turn 18 (Forest Elbow). These lights are for information purposes only and do not have any regulatory purpose.

### 4.3 Restricted Areas:

Only those persons or vehicles, as considered necessary by the Organiser, will be permitted into any restricted areas. Access to these areas will be denied to any person not wearing the appropriate pass. Misuse of any pass may result in disciplinary action against the offending party.

### 4.4 Waste Products:

- 4.4.1 All competitors must be aware of the fact that **NO** waste of any nature may be tipped into the storm water drains located within the circuit environments.
- 4.4.2 All storm water drains lead directly to the Macquarie River and the Environmental Protection Agency (EPA) will be monitoring the situation in the lead up to and throughout the Event.

- 4.4.3 This includes the washing of any wheel rims within the vicinity of storm water drains.
- 4.4.4 Competitors are advised that the EPA are taking an extremely proactive approach to this matter and you are put on notice that any infringement of this directive will result in action being taken by either the Organiser or the EPA or both.
- 4.4.5 Please note the EPA has the ability to prosecute offenders with heavy penalties.
- 4.4.6 The Organiser has provided an area for the disposal of waste oil and/or fluid products at the entry to the fuel compound. This is not for the disposal of used vehicle parts (i.e. oil filters etc). Other containers will be provided for these parts.

#### **4.5 Press Conferences:**

##### **4.5.1 Qualifying:**

Date and Time: Saturday 31<sup>st</sup> March following the final qualifying session.

Location: Media Room, 1<sup>st</sup> Floor of the Pit Building down past Tower 1.

Attendance is compulsory for **all drivers in qualifying positions P1, P2, P3.**

**Note:** If the press conference is cancelled it will be advised at the Event.

##### **4.5.2 Race:**

Date and Time: Sunday 1<sup>st</sup> April following the Podium Presentation

Location: Media Room, 1<sup>st</sup> Floor of the Pit Building down past Tower 1.

Attendance is compulsory by **all drivers that finish in outright positions 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>. Drivers that finish 1<sup>st</sup> place in each Class are to be available at the Organiser's discretion.** Failure to be present for the Press Conference will result in a \$500 fine unless negated by the Stewards in exceptional circumstances.

#### **4.6 Head Restraint:**

All drivers must comply with the requirements of Schedule D of the current CAMS Manual of Motor Sport.

#### **4.7 Racing Weight:**

As detailed in the Group 3E Series Production Car Regulations, or if not stated on a Recognition Document then in accordance with the Group 3E Regulations and the current CAMS Manual of Motor Sport Definition.

#### **4.8 Trophy Awards:**

The following trophies will be provided by the Organiser, Outright and Class A to I team trophies for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>.

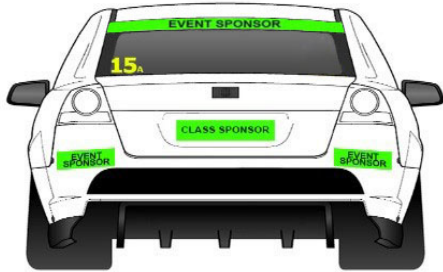
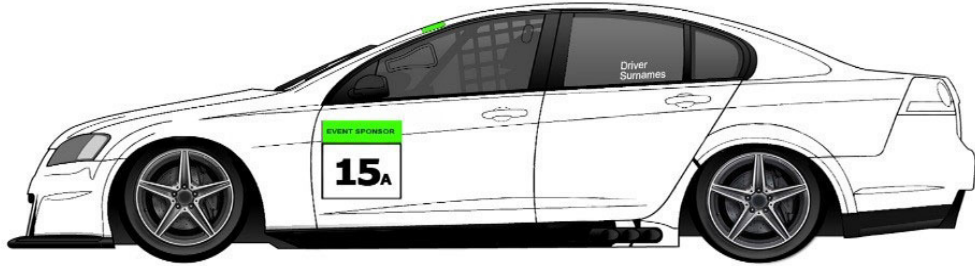
### **CHAPTER 5 - MARKINGS ON AUTOMOBILES**

#### **5.1 All vehicles must comply with the following:**

- 5.1.1 The markings on all vehicles must remain in compliance with Schedule K of the current CAMS Manual of Motor Sport and as detailed in the Signage Diagram of these Supplementary Regulations.
- 5.1.2 The Bathurst 6 Hour Administrator will supply Competitors with Event Sponsor decals during Event registration on Wednesday 28<sup>th</sup> March. All Competitor's will be supplied with one set of decals. The decals required are as follows and the position of series sponsors decals are as detailed in the Signage Diagram of these Supplementary Regulations.
  - 5.1.2.1 The front and rear (220mm from bottom of strip to top of windscreen) windscreen strip of all vehicles is to be left vacant for use by the Organiser, with decals to be supplied by the Bathurst 6 Hour Administrator. Competitors are prohibited from placing any other signage on the windscreen other than specified in Supplementary Regulation I. Sporting, Chapter 5 Item 5.1.1.

- 5.1.2.2 The side number panels will be supplied by the Bathurst 6 Hour Administrator to the following specifications; White panels 380mm wide x 260mm high and placed 10mm to 20mm back from the front door line.
- 5.1.2.3 A side number panel of 380mm wide x 120mm high is to be left vacant for the Organiser, with decals to be supplied by the Bathurst 6 Hour Administrator, and placed immediately above the side number panels referred to above.
- 5.1.2.4 The competition numbers will be supplied by the Bathurst 6 Hour Administrator, which will be 180mm high x 300mm wide and in the type face “Maiandra GD Bold Italic”.
- 5.1.2.5 The vehicles Class letters will be supplied by the Bathurst 6 Hour Administrator, which will be 100mm high in Maiandra GD bold italic and placed on the bottom right hand side of the number panel
- 5.1.2.6 The front and rear number plate areas are to be left vacant for the Organiser, with sticker decals to be supplied by the Bathurst 6 Hour Administrator. The dimensions of the sticker decals are 380mm x 100mm – while teams will be responsible to make sure the sticker decals fit their respective vehicles in the locations nominated. **No other signage is permitted on the front or rear number plate areas.**
- 5.1.2.7 The front and rear windscreen number and class letter will be supplied by the Bathurst 6 Hour Administrator.
- 5.1.2.7.1 **Classes A1, B1, C, D, E and I:**  
They will be in **Dayglo Yellow**, Helvetica Bold 150mm high (class letter 80mm high) – to be placed 25mm from the side of the windscreen and 25mm below the bottom of the windscreen strip **opposite side** to the driver as per the diagram.
- 5.1.2.7.2 **Class A2:**  
They will be in **Dayglo Pink**, Helvetica Bold 150mm high (class letter 80mm high) – to be placed 25mm from the side of the windscreen and 25mm below the bottom of the windscreen strip **opposite side** to the driver as per the diagram.
- 5.1.2.7.3 **Class B2:**  
They will be in **Dayglo Green**, Helvetica Bold 150mm high (class letter 80mm high) – to be placed 25mm from the side of the windscreen and 25mm below the bottom of the windscreen strip **opposite side** to the driver as per the diagram.
- 5.1.2.8 A 380mm x 72mm area on four (4) locations, two (2) on the front and two (2) on the rear bumper areas for all vehicles is to be left vacant for use by the Organiser, with decals to be supplied by the Bathurst 6 Hour Administrator.
- 5.1.2.9 All driver’s names are to be supplied by the teams, placed on the rear side windows in font type Helvetica bold white and in a size to be determined by the team
- 5.1.2.10 Sign Event is the official sign-writing supplier for the Event contactable via Mark Weissel ([mark@signevent.com.au](mailto:mark@signevent.com.au)) or +61 (0) 7 5529 2650.
- 5.1.2.11 Two CAMS decals will be provided and must be placed next to each side panel.

## SIGNAGE DIAGRAM



David Kidd  
Secretary of the Event  
Hi-Tec Oils Bathurst 6 Hour

**APPENDIX I - LIST OF ELIGIBLE AUTOMOBILES**

**2018 HI-TEC OILS BATHURST 6 HOUR  
CLASS STRUCTURE & AUTOMOBILE ELIGIBILITY LIST  
(Correct as 26.7.17)**

The following automobile makes/models are eligible to compete in the respective Classes of the Hi-Tec Oils Bathurst 6 Hour Meeting:

**Notes for Classes A, B, C, D, E:**

1. Only makes/models that are detailed on this list of Eligible Automobiles and contained in these regulations are eligible to compete.
2. For a make/model to be considered for inclusion into this list of Eligible Automobiles for the Hi-Tec Oils Bathurst 6 Hour, it must meet the eligibility requirements of the CAMS Group 3E - Series Production Car Regulations.
3. At all times Organiser reserves the right to accept or reject any application for the inclusion of any make/model onto the list of Eligible Automobiles for the Hi-Tec Oils Bathurst 6 Hour (for any reason). Before investing in the purchase and/or modification or preparation of any make/model which is not detailed on the list of Eligible Automobiles, the Competitor should contact the Organiser regarding its eligibility.
4. Individual classification of any make/model is subject to change by the Event organiser at any time.
5. Any variations sought to a specific model of automobile must be approved, in writing, by CAMS prior to being permitted to compete in the Event.
6. Automobiles in all classes may be subject to additional BoP measures imposed at the Event.

| <b>CLASS A1 - Extreme Performance Forced Induction</b> |                    |                    |                               |
|--|--------------------|--------------------|-------------------------------|
| <b>Make</b>  | <b>Model</b>       | <b>Designation</b> | <b>Balance of Performance</b> |
| <b>Alfa Romeo</b>                                      | Giulia             | Quadrifoglio       | N/A                           |
| <b>Audi</b>  | RS3                | 8V                 | N/A                           |
| <b>Audi</b>  | TTRS               | 8J                 | N/A                           |
| <b>BMW</b>   | M Coupe (1 Series) | E82                | N/A                           |
| <b>BMW</b>   | M135i Hatch        | F20                | N/A                           |
| <b>BMW</b>   | M2 Coupe           | F87                | N/A                           |
| <b>BMW</b>   | M235i Coupe        | F22                | N/A                           |
| <b>BMW</b>   | M3                 | F80                | N/A                           |
| <b>BMW</b>   | M4                 | F82                | N/A                           |
| <b>Ford</b>  | FG FPV             | GT-P, F6           | N/A                           |
| <b>Ford</b>  | FGII               | GT-F               | N/A                           |
| <b>Ford</b>  | FGX                | XR8                | N/A                           |
| <b>Ford</b>  | BF2 FPV            | F6                 | N/A                           |
| <b>Ford</b>  | Focus RS           | LZ                 | N/A                           |
| <b>Holden</b>  | VF MY14-HSV        | GTS                | N/A                           |
| <b>Mercedes-Benz</b>                                   | A45                | AMG                | N/A                           |
| <b>Mitsubishi</b>                                      | Lancer Evo VIII    | RS                 | N/A                           |
| <b>Mitsubishi</b>                                      | Lancer Evo IX      | RS & GSR           | N/A                           |
| <b>Mitsubishi</b>                                      | Lancer Evo X       | RS                 | N/A                           |
| <b>Mitsubishi</b>                                      | Lancer Evo VII     | RS                 | N/A                           |
| <b>Subaru</b>  | Impreza WRX STi    | G-4                | N/A                           |
| <b>Subaru</b>  | Impreza WRX Sti    | G-3, V-1           | N/A                           |
| <b>Subaru</b>  | Impreza WRX Sti    | G-1                | N/A                           |
| <b>VW</b>  | Golf R             | Series 7           | N/A                           |



| <b>CLASS A2 - Extreme Performance Naturally Aspirated</b> |                  |                      |                               |
|---|------------------|----------------------|-------------------------------|
| <b>Make</b>   | <b>Model</b>     | <b>Designation</b>   | <b>Balance of Performance</b> |
| <b>Audi</b>   | RS4              | B8                   | N/A                           |
| <b>Audi</b>   | S4               | B7 V8                | N/A                           |
| <b>Audi</b>   | S5               | 8T V8                | N/A                           |
| <b>BMW</b>  | M3               | E90/E92              | N/A                           |
| <b>Ford</b>   | BA Mk I/II - FPV | GT/GT-P              | N/A                           |
| <b>Ford</b>   | BF Mk I/II - FPV | GT/GT-P              | N/A                           |
| <b>Ford</b>   | FG - FPV         | GT                   | N/A                           |
| <b>Ford</b>   | FG – Mk II       | GT R-Spec            | N/A                           |
| <b>Holden</b>   | VY/VY2 – HSV     | GTS                  | N/A                           |
| <b>Holden</b>   | V2-HSV           | GTS Coupe            | N/A                           |
| <b>Holden</b>   | VZ – HSV         | GTO Coupe, GTS Coupe | N/A                           |
| <b>Holden</b>   | VZ – HSV         | R8 Clubsport         | N/A                           |
| <b>Holden</b>   | VE/VE2 – HSV     | R8 Clubsport         | N/A                           |
| <b>Holden</b>   | VE/VE2 – HSV     | GTS                  | N/A                           |
| <b>Holden</b>   | VX– HSV          | GTS                  | N/A                           |
| <b>Holden</b>   | VY CSV Monaro    | Mondo GT             | N/A                           |
| <b>Holden</b>   | VF               | SS Redline (6.2)     | N/A                           |
| <b>Mercedes-Benz</b>                                      | C63              | 204                  | N/A                           |

| <b>CLASS B1 - High Performance Forced Induction</b> |                  |                    |                               |
|---|------------------|--------------------|-------------------------------|
| <b>Make</b>   | <b>Model</b>     | <b>Designation</b> | <b>Balance of Performance</b> |
| <b>BMW</b>  | 135i             | E82                | N/A                           |
| <b>BMW</b>  | 335i             | E90/E92            | N/A                           |
| <b>Ford</b>   | BA Mk I/II - FPV | XR6 Turbo          | N/A                           |
| <b>Ford</b>   | BF Mk I/II       | XR6 Turbo          | N/A                           |
| <b>Ford</b>   | FGX              | XR6 Turbo          | N/A                           |
| <b>Ford</b>   | FG - FPV         | F6                 | N/A                           |
| <b>Ford</b>   | FG               | XR6 Turbo          | N/A                           |
| <b>Ford</b>   | Focus LV         | RS                 | N/A                           |
| <b>Mitsubishi</b>                                   | Lancer Evo V, Vi | RS, TME            | N/A                           |
| <b>Peugeot</b>                                      | 308              | Gti 270            | N/A                           |
| <b>Renault</b>                                      | Megane           | RS 275 Trophy R    | N/A                           |
| <b>Subaru</b>                                       | Impreza WRX STi  | G-2                | N/A                           |
| <b>Volkswagen</b>                                   | Golf R           | Series 6           | N/A                           |

| <b>CLASS B2 - High Performance Naturally Aspirated</b> |              |                    |                               |
|--|--------------|--------------------|-------------------------------|
| <b>Make</b>  | <b>Model</b> | <b>Designation</b> | <b>Balance of Performance</b> |
| <b>BMW</b>   | M3           | E46                | N/A                           |
| <b>BMW</b>   | M3           | E36 3.2L           | N/A                           |
| <b>Ford</b>  | AU           | XR8                | N/A                           |
| <b>Ford</b>  | BA Mk I/II   | XR8                | N/A                           |
| <b>Ford</b>  | BF Mk I/II   | XR8                | N/A                           |
| <b>Ford</b>  | FG           | XR8                | N/A                           |
| <b>Holden</b>  | VX – HSV     | R8 Clubsport       | N/A                           |

|               |    |                            |     |
|---------------|----|----------------------------|-----|
| <b>Holden</b> | VY | SS/SV                      | N/A |
| <b>Holden</b> | VZ | SS/SV                      | N/A |
| <b>Holden</b> | VE | SS/SV/SSV-Redline          | N/A |
| <b>Holden</b> | VF | SS/SV/SSV – Redline (6.0L) | N/A |

| <b>CLASS C - Performance</b> |                 |                    |                               |
|------------------------------|-----------------|--------------------|-------------------------------|
| <b>Make</b>                  | <b>Model</b>    | <b>Designation</b> | <b>Balance of Performance</b> |
| <b>Alfa Romeo</b>            | Guilietta       | QV                 | N/A                           |
| <b>BMW</b>                   | 130i            | E87                | N/A                           |
| <b>BMW</b>                   | 228i            | F22                | N/A                           |
| <b>BMW</b>                   | M3              | E36 3.0L           | N/A                           |
| <b>Ford</b>                  | Focus XR5       | LT, LV, LVII       | N/A                           |
| <b>Ford</b>                  | Focus ST        | LZ                 | N/A                           |
| <b>Holden</b>                | Astra Sri Turbo | AH                 | N/A                           |
| <b>Holden</b>                | Astra HSV VXR   | AH                 | N/A                           |
| <b>Holden</b>                | Astra VXR       | PJ                 | N/A                           |
| <b>Mazda</b>                 | 3 MPS           | 3A/3B              | N/A                           |
| <b>Mazda</b>                 | 6 MPS           | 6A                 | N/A                           |
| <b>Mazda</b>                 | RX-8            | RX8A               | N/A                           |
| <b>Renault</b>               | Megane          | RS 265             | N/A                           |
| <b>Renault</b>               | Megane          | RS 265 Trophy R    | N/A                           |
| <b>Renault</b>               | Clio            | RS200              | N/A                           |
| <b>Subaru</b>                | Impreza WRX     | MY06               | N/A                           |
| <b>Volvo</b>                 | C30             | T5                 | N/A                           |
| <b>VW</b>                    | Scirocco        | R                  | N/A                           |

| <b>CLASS D - Production</b> |              |                    |                               |
|-----------------------------|--------------|--------------------|-------------------------------|
| <b>Make</b>                 | <b>Model</b> | <b>Designation</b> | <b>Balance of Performance</b> |
| <b>BMW</b>                  | 328i         | E36                | N/A                           |
| <b>Ford</b>                 | Fiesta WZ    | ST                 | N/A                           |
| <b>Ford</b>                 | Fiesta       | XR4                | N/A                           |
| <b>Honda</b>                | Integra      | Type R             | N/A                           |
| <b>Honda</b>                | Integra      | Type S             | N/A                           |
| <b>Kia</b>                  | Proceed      | GT                 | N/A                           |
| <b>Mazda</b>                | 626          | GE 2.5             | N/A                           |
| <b>Mazda</b>                | MX6          | GE 2.5             | N/A                           |
| <b>Mini</b>                 | Cooper S JCW | R53                | N/A                           |
| <b>Mini</b>                 | Cooper S JCW | R56                | N/A                           |
| <b>Renault</b>              | Clio         | 197                | N/A                           |
| <b>Subaru</b>               | BZ           | Z-1                | N/A                           |
| <b>Toyota</b>               | Camry        | XV20               | N/A                           |
| <b>Toyota</b>               | Celica       | SX                 | N/A                           |
| <b>Toyota</b>               | Corolla      | Sportivo           | N/A                           |
| <b>Toyota</b>               | 86 GT/GTS    | ZN SER             | N/A                           |

| <b>CLASS E - Compact</b> |              |                    |                               |
|--------------------------|--------------|--------------------|-------------------------------|
| <b>Make</b>              | <b>Model</b> | <b>Designation</b> | <b>Balance of Performance</b> |
| <b>Alfa Romeo</b>        | Mito         | 1.4 Turbo          | N/A                           |
| <b>Eunos</b>             | 30X          |                    | N/A                           |
| <b>Mazda</b>             | 2            | DJ,DE              | N/A                           |
| <b>Mazda</b>             | 3 SP23       | BK                 | N/A                           |
| <b>Mini</b>              | Cooper       | R50                | N/A                           |
| <b>Nissan</b>            | Pulsar       | N15                | N/A                           |
| <b>Proton</b>            | Satria GTi   | BS                 | N/A                           |
| <b>Suzuki</b>            | Swift Sport  | RS416              | N/A                           |
| <b>Suzuki</b>            | Swift GTi    | AA34S              | N/A                           |
| <b>Toyota</b>            | Corolla      | Accent/Levin       | N/A                           |
| <b>Toyota</b>            | Echo         | 10 SER             | N/A                           |
| <b>Toyota</b>            | Yaris        | YRX                | N/A                           |

**Notes for Class I:**

1. Each make/model detailed in the list below, with the exception to vehicles with a CAMS Recognition Document, must comply with the provisions of the Technical Regulations as detailed in the Group 3E Technical Regulations in the current CAMS Manual of Motor Sport for that vehicle and the Event Regulations.
2. Each make/model detailed in the list below, with a CAMS Recognition Document, must fully comply with all aspects of the relevant CAMS Recognition Document at all times during the Event and the Event Regulations.
3. Makes/models not included on the Eligibility List will be considered upon application and be subject to approval by the Event Organiser. Such approval will only be confirmed on promulgation of Further Regulations incorporating any additional approved makes/models.
4. The individual classification or inclusion of any make/model (or individual vehicles) is subject to change and at the sole discretion of the Event Organiser and each vehicle must comply with any conditions specified by the Event Organiser at any time.
5. Vehicles in Invitational classes may be subject to additional BoP measures imposed at the Event.

| <b>CLASS I – Invitational</b> |              |                    |                                      |                               |
|-------------------------------|--------------|--------------------|--------------------------------------|-------------------------------|
| <b>Make</b>                   | <b>Model</b> | <b>Designation</b> | <b>Technical Specification</b>       | <b>Balance of Performance</b> |
| <b>Ford</b>                   | Mustang GT   | FM                 | Must Comply with CAMS 3E Regulations | N/A                           |