



Mount Panorama - Bathurst

10<sup>th</sup> to 12<sup>th</sup> April 2020

## Hi-Tec Oils Bathurst 6 Hour Supplementary Regulations

**CAMS Permit No: 820/1204/01**



Written & Prepared by DJK Motorsport Consultants

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## I. SPORTING CHAPTER 1 – SPECIFIC MEETING REGULATIONS

### 1.1 Event Title & Date:

Hi-Tec Oils Bathurst 6 Hour 10<sup>th</sup> to 12<sup>th</sup> April 2020.

### 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, CAMS Motor Sport Passenger Ride Activity Policy (MSPRA), these Supplementary Regulations and any Further 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 OH&S, Safety 1st 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:

Australian Racing Group  
8A 428 Mt Dandenong Road,  
Kilsyth, Victoria, 3137  
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:

Ken Collier, James O'Brien, Mark Rayner, Michele Kidd, Anthony Jenkins, Christopher Gough and David Kidd for contact with the Organising Committee please contact the Bathurst 6 Hour Administrator:

#### 1.3.4 Bathurst 6 Hour Administrator:

Michele Kidd  
PO Box 421,  
Kings Langley, New South Wales, 2147  
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 Regulations**

#### 1.3.6 Senior Race Officials:

Bathurst 6 Hour Administrator:	Michele Kidd
Bathurst 6 Hour Technical Director (TD):	Christopher Gough
Assistant Technical Director (ATD):	Gary Cook, Aaron Giltrow
Secretary of the Event:	David Kidd

Clerk of the Course:	Anthony Jenkins
Chief Medical Officer:	Dr Karyn Lun
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 12th April 2020 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. This time will be used in calculations to determine:

1.6.2.1 the driving time as per Supplementary Regulation I, Sporting, Chapter 2, Item 2.5; and

1.6.2.2 the CPS window open / close period as per Supplementary Regulation I, Sporting, Chapter 3, Item 3.11.2.

#### 1.7 Competitors and Driver Licence Requirement:

1.7.1 Each Competitor must hold a CAMS Competition Licence unless they comply with Supplementary Regulation I, Sporting, Chapter 1, Item 1.7.1.1 or Supplementary Regulation I, Sporting, Chapter 1, 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 Class X, 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.

1.8.2 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 Regulations**.

## 1.10 Entries & Fees:

- 1.10.1 Opening date: 30<sup>th</sup> September 2019.
- 1.10.2 Closing date: 6<sup>th</sup> March 2020.
- 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  
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 by 29<sup>th</sup> November 2019 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 29<sup>th</sup> November 2019 and before 6<sup>th</sup> March 2020 the entry fee will be \$8,470 GST inclusive.
- 1.10.6.3 Competitors who fail to pay their entry fee in full by 6<sup>th</sup> March 2020 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.
- 1.10.7 Lodgement of Entries and Payment:
- 1.10.7.1 Payment can be made by Electronic Funds Transfer (EFT).  
Bank Account Details for EFT.  
Bank: Westpac      Account Name:      ARG Events  
BSB: 032-143      Account Number:      469937
- 1.10.7.2 Competitors that have competed previously, when entries open will be emailed the same CRN with the Supplementary Regulations and Entry Form. The CRN must be noted on the entry form. The CRN must then be used as payment reference. The receipt confirmation slip must be emailed through with the completed Entry Form.
- 1.10.7.3 For any new Competitors on receipt of a completed Entry Form, the Bathurst 6 hour Administrator will provide the Competitor with a **Customer Reference Number (CRN)** and confirmation of the amount to be paid. **NO** EFT payments to be made without a CRN. The CRN must then be used as payment reference.
- 1.10.7.4 If the number of entries received exceeds the maximum number of vehicles as per the track density for the Category, the Organiser in consultation with the Bathurst 6 Hour Administrator and Secretary of the Event reserves the right to accept those valid entries in accordance with

NCR 85 which it deems most suitable. All valid entries received over the maximum track density will be accepted as reserves in accordance with NCR 87.

- 1.10.7.5 The Organiser reserves the right to accept valid entries at their sole discretion in accordance with NCR 84, and refuse entries in accordance with NCR 83.
- 1.10.7.6 All entries must be lodged on the Official Entry Form. If Entry Forms are not completed correctly, they will be returned and entry will not be accepted until received back by the Bathurst 6 Hour Administrator.
- 1.10.7.7 Entries are only valid when the entry fee is **fully paid**.
- 1.10.7.8 The process for payment by Credit Card (VISA and MASTERCARD only) is as follows: Competitors that competed in 2019, when entries open will be emailed the same CRN with the Supplementary Regulations and Entry Form. They must note on the Entry Form their CRN and Credit Card details.
- 1.10.7.9 For any new Competitors on receipt of a completed Entry Form (this includes Credit Card details), the Bathurst 6 hour Administrator will provide the Competitor with a **Customer Reference Number (CRN)** and confirmation of the amount to be paid.
- 1.10.7.10 The Organiser will then complete the transaction, noting a 2% handling fee will be added to the entry fee.

#### 1.10.8 Refunds:

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

- 1.10.8.1 Refusal of entry: Full refund of the fees paid.
- 1.10.8.2 Withdrawal of entry by 6th March 2020. Reimbursement of the entry fee paid less a cancellation fee of \$2,200.
- 1.10.8.3 Withdrawal of entry after 6th March 2020 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.**

#### 1.12 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 Race Operations 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 For any late arriving pit crew members passes can be left at the accreditation centre for collection.
- 1.12.2.1.2 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 the 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 All vehicle passes must be fixed (adhered) directly to the front windscreen.
- 1.12.2.5 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 8th and Thursday 9th April	0900hrs – 1700hrs
Friday 10th and Saturday 11th April	0600hrs – 1700hrs
Sunday 12th April	0600hrs – 1200hrs

### 1.13 Circuit Access:

- 1.13.1 Access to the track and paddock area will be available from **0800hrs Wednesday 8th April through until 0800hrs on Monday 13th April**. All transporters and trailers should be at the track **no later than 1700hrs Wednesday 8th April** 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  
All team members involved in unloading equipment during bump in must wear high visibility 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 visibility 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 visibility safety cones.
- 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 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 8th April 2020. 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, this also includes e-cigarettes and misters. **Offenders will be referred to the Stewards who may apply a \$500 fine.**
- 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 Supplementary Regulation I, Sporting, Chapter 1, Item 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 [secretary@bathurst6hour.com.au](mailto:secretary@bathurst6hour.com.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 be available during 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. If using a laptop all teams will 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 9th April 2020 by 1700hrs.

### **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 to the end of the session. The RMC frequency for receiving only 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 timing software being used will be Natsoft. Results and live timing will be available through the Bathurst 6 Hour website ([www.bathurst6hour.com.au](http://www.bathurst6hour.com.au)) and Natsoft ([www.natsoft.com.au](http://www.natsoft.com.au)).

1.17.3 Driver change information will be transferred automatically to the timing system using the Mylaps X2 Driver ID solution (the web interface for driver change is no longer utilised). This is a push button module (see below) which displays the current Driver ID. The button is pushed once to change from Driver 1 to Driver 2, pushed again to change to Driver 3. From Driver 3, when the button is pushed, it will return to Driver 1. The systems will be configured for a maximum of three (3) drivers (even for two (2) driver teams).



The installation of the Driver ID solution requires:

- a direct power kit to be installed to provide power (12 volts from vehicle supply)
- a Y-cable kit to connect between the Driver ID button and the transponder (the transponder being mounted externally to the vehicle).
- Since these cables require installation into the vehicle, to allow this to occur prior to arriving at the track and so that they do not need to be removed after the cars are released from parc ferme, the cable kits must be purchased by the Competitor. The cost of these cable kits are \$110 (AUS) including GST and postage (within Australia, international postage may incur an additional surcharge). The kits will remain the property of the Competitor and may be used at subsequent events. Installation instructions will be provided with the kits.

1.17.4 The cost for the weekend rental of the Mylaps transponder and Driver ID button module 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)) and will be accepted at the track. 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 for the transponder and/or \$300 (AUS) including GST for the driver change module being debited to the credit card.

1.17.5 Competitors may use their own Mylaps transponders with Driver ID system. If, however, it is found not to work with the timing system then the Competitor will have to install a working system as detailed above.

1.17.6 If during the course of a session the timing transponder is no longer operational the Chief Timekeeper may instruct the team to attach another transponder (this is for a transponder only, not necessarily to fully attach the Driver ID system). This will occur either immediately or at the next pit stop as instructed by the Chief Timekeeper. Failure to do so may result in the vehicle being black flagged to attach the transponder. If the Driver ID is not operational the team can keep the timekeepers updated with driver changes via the email system ([timing@bathurst6hour.com.au](mailto:timing@bathurst6hour.com.au)).

1.17.7 The Driver ID module is to be fully installed and operational before the car enters the track for the first time. Failure to do so may result in the vehicle being black flagged and not allowed to return to the track until the Driver ID system is fully installed and operational. This decision will be made in consultation between the Chief Timekeeper and the Bathurst 6 Hour Technical Director.

### 1.18 Telemetry:

The use of telemetry is forbidden.

### 1.19 Alcohol, Drugs and Other Substances:

1.19.1 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.

1.19.2 It is **PROHIBITED** to consume Alcohol at all times in the Pit Lane and/or Pit Lane Garage including the end of the day. At the end of the day activities Alcohol can be consumed in the Inner Paddock Area **must** be in cans, **GLASS BOTTLES are strictly prohibited.** Any person connected with a team whether competitor, driver, pit crew member found to be consuming Alcohol prior to the end of the day in the Pit Lane and/or Pit Lane Garage will be subject to Alcohol testing in accordance with the CAMS Policy.

### 1.20 Team Manager Nomination:

Each Competitor must nominate to the Bathurst 6 Hour administrator by **Friday 5<sup>th</sup> April 2020** 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 10th to Sunday 12th April      0700hrs to 1800hrs.

1.21.2 The Medical Centre will have limited medical services on Thursday 9th April.

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:

Teams are free to use any brand of Industrial Gas. Teams are responsible to remove all empty gas bottles when they leave the circuit on Sunday night.

## CHAPTER 2 – DRIVER REQUIREMENTS

### 2.1 Driver Minimum and Maximum per Vehicle:

Each vehicle 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 (5pm) on Thursday 9th April 2020** 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 as a result of 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 A with a Blue Sticker.  
The second nominated Driver as per the entry form will be Driver B with a Green Sticker.  
The third nominated Driver as per the entry form will be Driver C with a Yellow Sticker.

### **2.4 Driver Qualification Procedure:**

- 2.4.1 Will be in accordance with the CAMS RMSR.
- 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 and/or the pit lane entry 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 (finish) 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) hours will be as follows:
    - 2.5.3.1.1 Exceeding time by up to five (5) minutes, thirty (30) seconds added to race the time.
    - 2.5.3.1.2 Exceeding time by more than five (5) minutes, thirty (30) seconds added to race time plus an additional thirty (30) seconds added to race time for each minute or part thereof, in excess of the original five (5) minute exceeded.
- 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 thirty (30) seconds added to race time for every three (3) minutes, or part thereof, under one (1) hour.
- 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 driving time will be as follows:
    - 2.5.5.1.1 Exceeding time by up to five (5) minutes, thirty (30) seconds added to the race time.
    - 2.5.5.1.2 Exceeding time by more than five (5) minutes, thirty (30) seconds added to race time plus an additional thirty (30) seconds added to race time for each minute, or part thereof, in excess of the original five (5) minutes exceeded.
- 2.5.6 In the event of a vehicle remaining stationary for a continuous period exceeding one (1) hour in the vehicles pit lane garage 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 12th April 2020.**
- 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.
- 2.6.3 If the nominated Driver does not start the race a pit lane drive through penalty will apply.

## **CHAPTER 3 – STANDARD SPORTING REGULATIONS**

### **3.1 Administration Checking:**

#### **3.1.1 Date, Time, Location:**

3.1.1.1 Wednesday 8th April 2020 from 1000hrs to 1700hrs, Secretary of the Event Office, Tower 3 Level 1.

3.1.1.2 Thursday 9th April 2020 from 0800hrs to 1800hrs, Drivers Briefing Room.

If not completed Thursday then Friday 10<sup>th</sup> April 2020 from 0800hrs to 12noon, Scrutiny Bay Office.  
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 valid documentation must be presented for all Australian and/or New Zealand Competitors:

3.1.2.1 Competitors Licence.

3.1.2.2 Driver's Licence, including a Licence Passbook (for licences issued by CAMS only).

3.1.2.3 CAMS affiliated Car Club Membership Card (for licences issued by CAMS only).

3.1.2.4 Automobile Logbook.

3.1.2.5 If the vehicle is leased and/or in the name of a Company for which there is no CAMS Competitor K or L Licence issued then a CAMS Legal Owners Declaration is required.

The following valid documentation must be presented for all Foreign Competitors:

3.1.2.6 Competitor and Driver Licences.

3.1.2.7 CAMS Foreign Participation Visa Form for both a Competitor and/or Driver Licence.

3.1.2.8 If the vehicle holds a Foreign Logbook, then it must comply with Schedule L, Item 2.2

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 and must be returned to the Scrutiny Bay 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 9th April 2020 at 1700hrs (5pm).**

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 Team Manager and Drivers Briefing:  
 Location: The large Grey Shed in the Camping Ground, Immediately to the rear of Gate 2.  
 Date and Time: **Saturday 11th April 2020 at 1700hrs (5pm).**
- 3.2.2.1 Attendance is compulsory and failure to be present or on time at the Team Manager and 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 10th April 2020 at 1230hrs.**
- 3.2.3.1 The four (4) refuelling personnel who must attend are:
- 3.2.3.1.1 Vehicle Re-fueller Operator
  - 3.2.3.1.2 Fuel Rig Emergency Cut-Off Attendant (the dead man handle operator)
  - 3.2.3.1.3 Re-fueller Hose Assistant
  - 3.2.3.1.4 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 9th April 2020 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 Regulations**. Each vehicle may be inspected, weighed and have its fuel system capacity checked as a part of pre-event scrutiny.
- 3.3.3 All items listed in Supplementary Regulation 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:
- 3.3.4.1 With recognition documents
  - 3.3.4.2 With fuel cell – **The expiry date must be assessable to be checked**
  - 3.3.4.3 Safety cage certificate/ registration must be in accordance with the CAMS Manual of Motor Sport Schedule J
  - 3.3.4.4 Without fuel
  - 3.3.4.5 With all mandatory signage (technical/safety/sponsors)
- 3.3.5 Apparel Checking:  
 The apparel for each Driver and team member (including re-fuellers helmets, overalls, gloves etc) must be provided for inspection and approval, this will be completed in the **Drivers Briefing Room beside the Scrutiny Bay** on Thursday 9<sup>th</sup> April between 0800hrs and 1800hrs.
- 3.3.6 Fire extinguishers as per Supplementary Regulation I, Sporting, Chapter 3, Item 3.10.4.3 will be checked in the Pit Lane garage on Friday 10th April 2020 between 0900hrs and 1700hrs.
- 3.3.7 Overhead re-fuelling rigs will be checked as set up in the Pit Lane garage (refer to Supplementary Regulation I, Sporting, Chapter 3, Item 3.10.4.4) on Friday 10th April 2020 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 disqualification 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 lap time for that session 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 in the fast lane 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 At the conclusion of each session and race, all vehicles participating in the relevant session, including those still located in the pit lane and/or any given permission to be moved into their respective pit lane garage during the qualifying session, must be taken to the Parc Ferme / Impound Area in the Scrutiny Bay by the most direct route without interference by any other person/s. Also refer to Supplementary Regulation I. Sporting, Chapter 3, Item 3.15.

3.5.4 Short Cutting the Circuit:

3.5.4.1 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.**

3.5.4.2 Racing:

Any Drivers that short cut the Circuit between Turn 11 to Turn 13 Drivers Left, will be investigated for each breach and penalties will be issued by the Stewards at their discretion. **A Judge of Fact will be nominated in a Bulletin at the Event.**

3.5.5 Qualifying:

3.5.5.1 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.

3.5.5.2 The fastest lap of all times set by each vehicle during any practice session will be the basis of determining the Top and Bottom Fifty (50%) percent split for qualifying.



3.5.5.3 In the case of an odd number of vehicles entered, the Bottom Fifty (50%) percent will have the Greater number of vehicles.

3.5.6 During the qualifying session 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.

### **3.6 Grid Determination:**

3.6.1 Grid positions for the Bathurst 6 Hour Race will be based on the fastest lap times set during the two (2) qualifying sessions. The vehicle with the fastest lap time will be placed on pole position and the remainder in order of their fastest lap time.

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 grid positions.

### **3.7 Start Procedure:**

3.7.1 The start procedure for the race will be as per the RMSR – Championship Rolling Start except as follows;

3.7.1.1 **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.

3.7.1.2 The pit lane exit will be closed **Ten (10) minutes** prior to the scheduled start of the formation lap.

3.7.1.3 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 Supplementary Regulation 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 Supplementary Regulation 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.

Therefore one (1) two Hundred and five (205) litre drum of fuel may be stored in each of the four (4) x fifteen (15) metre garage without breaching this regulation.

This excludes any sole garage, where there can only be one (1) two hundred and five (205) litre drum stored in the whole eight (8) x fifteen (15) metre garage at any time.

3.9.2.3 The use of overhead refuelling rigs to store fuel is prohibited. Overhead refuelling rigs must only contain fuel for the sole purpose of refuelling the competition vehicle(s).

#### 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 sole discretion of the Bathurst 6 Hour Administrator, with Competitors allocated a garage on a shared basis two (2) Bathurst 6 Hour vehicles in each pit lane garage.

3.9.3.2.1 Definition of a Pit Lane Garage.

For Endurance racing each standard eight (8) metre x fifteen (15) metre garage has a defining line down the middle of the garage making two (2) four (4) metre x fifteen (15) metre garages.

3.9.3.2.2 When entries close there may be a limited number of pit lane garages available for sole use i.e. one (1) Bathurst 6 Hour vehicle per garage. The cost will be \$660 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 At **NO** stage during the Event are Competitors permitted to have positioned at the rear of the pit lane garages facing the Inner Paddock Area storage of any equipment, display vehicles and/or vehicles being pulled apart for spare parts. 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 entering the pits 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 in that session 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 RMSR.

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.**

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 for that session 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 for 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 each Competitor 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.) within the garage area or any area not prescribed within these regulations **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 pit stop. The incoming driver, the exiting driver and/or the nominated driver assistant are permitted to perform the following duties.

3.10.2.1.1 The incoming and/or exiting Driver are permitted to carry their own drink bottle to and from the vehicle.

3.10.2.1.2 The incoming driver, the exiting driver and/or the nominated driver assistant **are permitted** to complete any of the following tasks:

- Disconnect and/or reconnect the driver's window net.
- Unbuckle and/or re-buckle the driver's seat belts.
- Adjust the steering column.
- Remove and/or reinstall the steering wheel.
- Disconnect and/or reconnect any helmet communication system plug/s.
- Disconnect and/or reconnect the driver's drink bottle.
- Disconnect and/or reconnect the driver's drink tube to helmet.
- Disconnect and/or reconnect the leads to the driver's cool suit.
- Remove and/or reinstall a booster seat infill piece.

3.10.2.1.3 The incoming driver, the exiting driver and/or the nominated driver assistant **are NOT permitted** to do the following:

- Refill the driver's cool suit container, this must be completed by a general pit crew member.

3.10.2.1.4 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.

3.10.3 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.

#### **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 Supplementary Regulation I, Sporting, Chapter 3, Item 3.10.4.1.2) 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 any pit stop 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 fulfil 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 any pit stop 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.

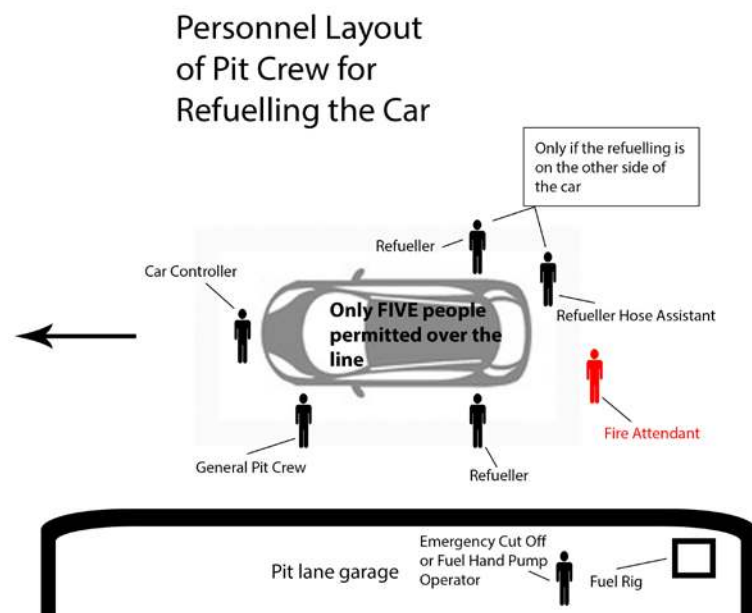
- 3.10.3.8 Equipment and personnel may only cross the Prescribed Line into pit lane after the vehicle has come to a complete stop within its pit bay. Once any equipment or personnel has crossed the Prescribed Line an activity will be deemed to have commenced.
- 3.10.3.9 Any vehicle driving over any equipment 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 Supplementary Regulation 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 Supplementary Regulation I, Sporting, Chapter 3, Item 3.10.4.4.

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 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.

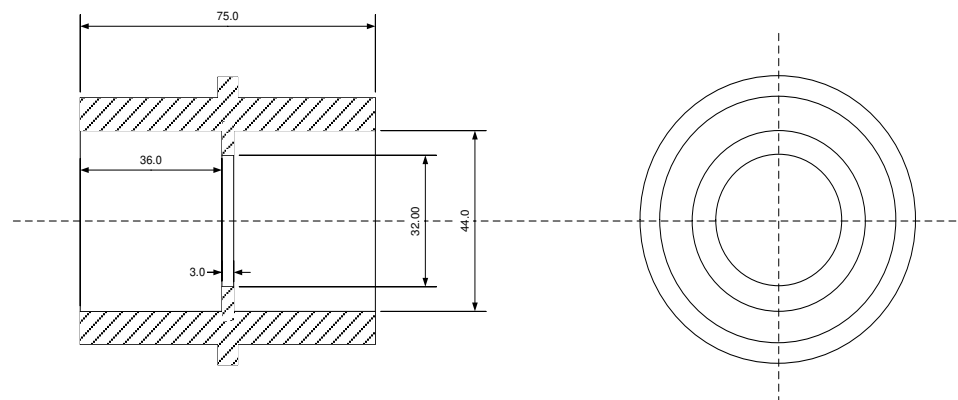
3.10.4.2.2 **NO refuelling** is permitted at any time inside a pit lane garage.

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

#### 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. 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. Also refer to Supplementary Regulation I, Sporting, Chapter 3, Item 3.9.2.3 Storage of Fuel.
- 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 Supplementary Regulation I, Sporting, Chapter 3, Item 3.10.4.1.1 and a minimum of a 4.5kg fire extinguisher must 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:

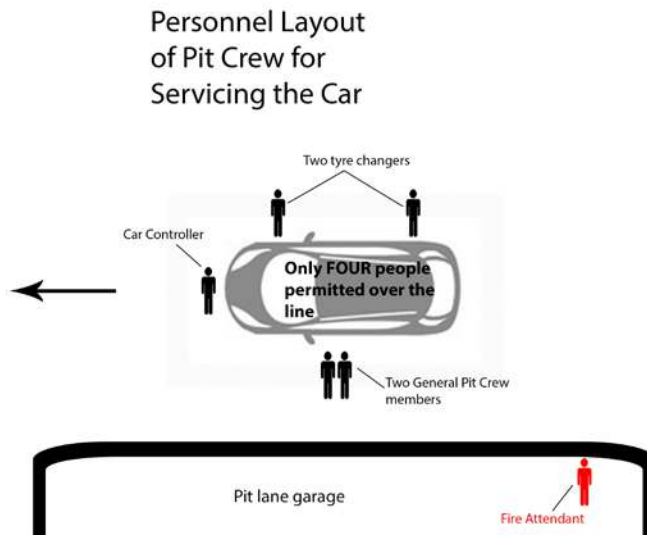


- 3.10.4.4.7 Particular attention should be made to the requirements of Schedule N, Part 2, Article 5(d):  
**(d) A single delivery hose, which must be of a flexible rubber or a fuel resistant reinforced plastic material must be connected to the "dead man" valve.**

- 3.10.4.4.8 Any fuel spillage during filling the overhead fuel tower and/or re-fuelling the vehicle must be reported to the pit lane marshals for the spillage to be contained and neutralised.
  - 3.10.4.4.8.1 The first recorded breach by a team will be a warning.
  - 3.10.4.4.8.2 Any further breaches by the same team will be referred to the Stewards for a penalty.

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.



- 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 the RMSR.

3.11.1.1 A CPS can be for re-fuelling.

3.11.1.2 A CPS can be for servicing of the vehicle.

3.11.1.3 Definition of servicing the vehicle is any activity other than re-fuelling the vehicle.

3.11.1.4 Change of Driver during a CPS as per Supplementary Regulation I, Sporting, Chapter 3, Item 3.10.2.

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 five (5) minutes 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
X	6		B2	3
A1	4		C	3
A2	4		D	3
B1	4		E	3

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.

3.11.5.3 Only one (1) CPS can be completed during any individual safety car period.

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.

3.11.6.1 The minimum CPS time is one minute thirty (1.30.00) seconds.

3.11.6.2 The penalty for going under the minimum CPS time of one minute thirty (1.30.00) seconds will be a drive through penalty.

3.11.6.3 The Chief Timekeeper will be the sole Judge of Fact.

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 as per the RMSR.

3.12.1.3 The requirement of RMSR 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:**

If the Clerk of the Course decides to use the safety car to neutralise the race due to an accident or some other occurrence requiring the race to be neutralised this will be advised to all teams over the RMC. The use of the safety car will be as per the RMSR except for the following:

### **3.14 Stopping the Race:**

As per the RMSR also including the Race Suspension as per the RMSR.

### **3.15 Parc Ferme / Impound Area**

3.15.1 At all times pit crew members are only permitted into the area when delivering and/or collecting a vehicle after a session.

3.15.2 Vehicles must remain in the area until released by either the TD/ATD or Chief Scrutineer.

### **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 Diesel.

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 two hundred and five (205) 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):

3.18.1 Each vehicle may be subject to a Balance of Performance (BoP) adjustment which may take the form of a change to:

- 3.18.1.1 Minimum racing weight.
- 3.18.1.2 Maximum allowable boost.
- 3.18.1.3 Minimum ride height.
- 3.18.1.4 The number of CPS for the vehicle.
- 3.18.1.5 Reducing fuel tank capacity.
- 3.18.1.6 Any application of BoP will be advised by the TD and will be covered by a Technical Bulletin.
- 3.18.1.7 The Organiser reserves the right to apply a BoP adjustment/s. Any further BoP adjustment may be applied up to two (2) hours prior to the commencement of the Bathurst 6 Hour Race. Should a BoP adjustment be applied to Boost pressure this will only be applied when a Technical Bulletin changing the Boost pressure is issued no later than two (2) hours prior to the commencement of the Qualifying Sessions.

3.18.2 The following maximum allowable Turbo Boost

Vehicle	Maximum Pboost Limit All RPM
BMW M3 F80	1.45bar
BMW M3 F80 LCI Competition	1.45bar
BMW M4 F82	1.45bar

### 3.19 Tyres:

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

Vivek Ponnusamy

Mentor Tyres

Unit 106 – 52 Dow Street,  
Port Melbourne, VIC, 3207

P: +61 (0)3 8395 0930

M: +61 (0) 424 246 611

E: vivek@mentortyres.com.au

3.19.1.1 The only tyre to be used will be the MRF ZTR all weather tyre.

3.19.1.2 A maximum of twenty four (24) **NEW** tyres **only**, purchased **EXCLUSIVELY FOR THE 2020 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**.

3.19.1.2.1 All tyres will have unique barcodes. Barcodes will be recorded and advised to each team.

3.19.1.2.2 Scrutineers will have barcode scanners to check tyres.

3.19.1.2.3 During the scrutiny checking procedure on Thursday 9<sup>th</sup> April either the TD or ATD will place a unique barcode identifying the vehicle on the inside of the rear passenger side window. All tyres for the vehicle will be scanned to this unique barcode for identification.

3.19.1.3 Ordering Tyres

3.19.1.3.1 Competitors must place their respective tyre order directly online using the Mentor Tyre website [www.mentortyres.com](http://www.mentortyres.com). The Bathurst 6 Hour Administrator will advise when the Portal is open for tyre orders to be placed.

3.19.1.3.2 Each team must order a **minimum** of two (2) sets equalling eight (8) tyres. Refer to the MRF tyre list provided by the Bathurst 6 Hour Administrator.

3.19.1.3.3 All tyre orders must be placed no later than four (4) weeks prior to the Event (6th March 2020). 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 2020 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 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 **1000hrs Wednesday 8th April 2020.**

3.19.5 Fitment of the control tyres to rims prior to **Wednesday 8th April 2020** is not permitted.

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 recognition document.

3.20.2 The maximum inlet pressure specified in an automobile's recognition 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/ATD has the right to check the output of the MSE Pressure Monitoring Data Logger at any time during the Event. The TD/ATD 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/ATD.
  - 3.20.6.3 The TD/ATD may request access at any time to any other data being recorded by any device within the vehicle example "Motec Device".
- 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 with a recommendation of disqualification from the relevant session.
- 3.20.8 Any vehicle's MSE Pressure Monitoring Data Logger when checked by the TD/ATD found to be not recording any data or the data has been deleted, the TD will request from the Stewards that the Competitor be disqualified from the session where the recordings were not 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:
- 4.5.1.1 Date and Time: Saturday 11th April 2020 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:
- 4.5.2.1 Date and Time: Sunday 12th April 2020 following the Podium Presentation  
Location: Media Room, 1<sup>st</sup> Floor of the Pit Building down past Tower 1.
- 4.5.2.2 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.
- 4.5.2.3 All drivers that finish in outright positions must wear their race suits completely done up, including any hats provided by the Bathurst 6 Hour Administrator.
- 4.6 Racing Weight:**  
The minimum Racing Weight for each vehicle is as defined in the current CAMS Manual of Motor Sport and stated on its Recognition Document.
- 4.7 Trophy Awards:**  
The following trophies will be provided by the Organiser, Outright 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> plus Class X to E 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>.

## CHAPTER 5 - MARKINGS ON AUTOMOBILES

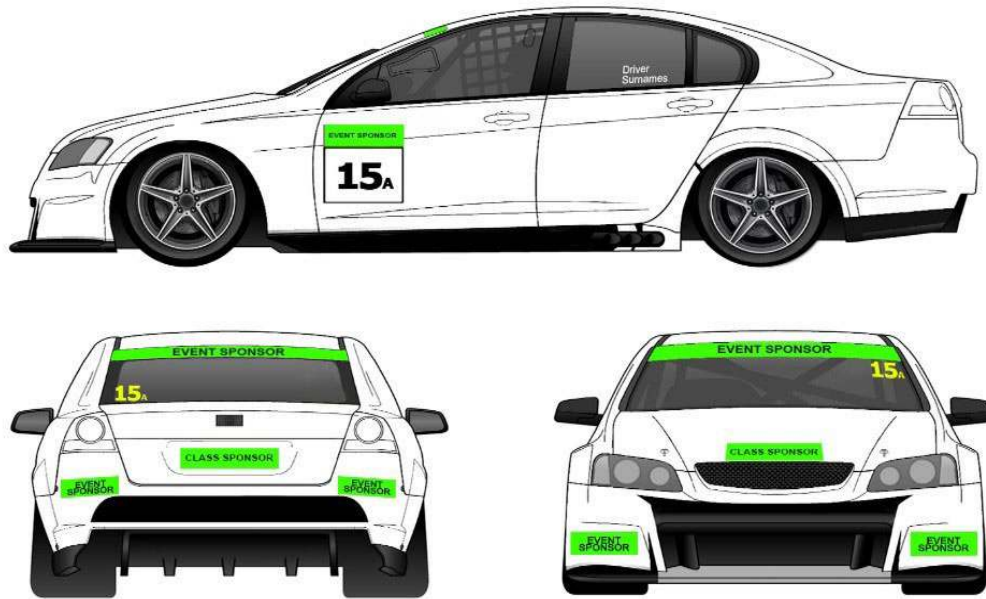
- 5.1 All vehicles must comply with the following:**
- 5.1.1 The markings on all vehicles must remain in compliance with Schedule K of the current CAMS Manual of Motor Sport and as detailed in the Signage Diagram of these Supplementary Regulations.
- 5.1.2 The Bathurst 6 Hour Administrator will supply Competitors with Event Sponsor decals during Event registration on Wednesday 8th April 2020. All Competitor's will be supplied with one set of decals. The decals are **Compulsory** and must be fitted. The position of 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 signage 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. Teams will be responsible to make sure the sticker decals fit their respective vehicles in the locations nominated. If any vehicle has an oil cooler and/or intercooler in the location of the front number plate area then the relevant sticker is to be placed as per the diagram on the front edge of the bonnet. **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. 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.
- 5.1.2.8 A 330mm x 90mm 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.
- 5.1.2.12 Any vehicle that does not comply with the Signage Diagram of these Supplementary Regulations will be stopped from further participation in the Event until such time the vehicle complies.
- 5.1.2.13 The following signage triangles will be available for purchase from the Secretary of the Event Office Tower 3, Level 1, Battery Triangle, Electrical Cut of Switch Triangle, Tow Triangle.

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

## APPENDIX DOCUMENTS

### SIGNAGE DIAGRAM





**APPENDIX I - LIST OF ELIGIBLE AUTOMOBILES**

**HI-TEC OILS BATHURST 6 HOUR – as 25.8.19  
CLASS STRUCTURE & AUTOMOBILE ELIGIBILITY LIST**

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 X, 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 X - Ultimate Performance</b>					
<b>Make</b>	<b>Model</b>	<b>Designation</b>	<b>Recognition No</b>	<b>Balance of Performance</b>	<b>Minimum Weight</b>
<b>Alfa Romeo</b>	Giulia	Quadrifoglio		N/A	
<b>Audi</b>	RS3	8V		N/A	1534
<b>BMW</b>	M2 Coupe	F87		TBA	1460
<b>BMW</b>	M3	F80	3-12-002	Maximum Pboost Limit All RPM 1.45bar	
<b>BMW</b>	M3	F80LCI Competition	3-18-011	Maximum Pboost Limit All RPM 1.45bar	1478
<b>BMW</b>	M4	F82	3-17-002	Maximum Pboost Limit All RPM 1.45bar	1494
<b>Holden</b>	VF MY14-HSV	GTS	3-14-006	N/A	1714

<b>CLASS A1 - Extreme Performance Forced Induction</b>					
<b>Make</b>	<b>Model</b>	<b>Designation</b>	<b>Recognition No</b>	<b>Balance of Performance</b>	<b>Minimum Weight</b>
<b>Audi</b>	TT RS Plus	8J	3-16-008	N/A	1448
<b>BMW</b>	M Coupe (1 Series)	E82	3-12-002	N/A	1462
<b>BMW</b>	M135i Hatch	F20	3-14-004	N/A	1398
<b>BMW</b>	M140i	F20		N/A	1418
<b>BMW</b>	M235i Coupe	F22		N/A	1423
<b>Ford</b>	FG FPV	GT-P, F6	3-10-009	N/A	
<b>Ford</b>	FGII	GT-F	3-17-008	N/A	1725
<b>Ford</b>	FGX	XR6 Turbo Sprint	3-18-019	N/A	1617
<b>Ford</b>	FGX	XR8		N/A	1700
<b>Ford</b>	BF2 FPV	F6		N/A	1638

<b>Ford</b>	Focus RS	LZ	3-17-007	N/A	1519
<b>Mercedes-Benz</b>	A45	AMG	3-16-004	N/A	1480
<b>Mitsubishi</b>	Lancer Evo X	RS	3-09-030	N/A	1486
<b>Mitsubishi</b>	Lancer Evo IX	RS, GSR	3-09-028	N/A	1450
<b>Mitsubishi</b>	Lancer Evo VIII	RS	3-9-029	N/A	1466
<b>Mitsubishi</b>	Lancer Evo VII	RS		N/A	
<b>Mitsubishi</b>	Lancer Evo VI	6.5 TME	3-xx-xxx	N/A	1330
<b>Mitsubishi</b>	Lancer Evo V	RS		N/A	1260
<b>Subaru</b>	Impreza WRX Sti	G-4, V-1	3-17-003	N/A	1470
<b>Subaru</b>	Impreza WRX Sti	G-1		N/A	
<b>Volkswagen</b>	Golf R	Series 7.5	3-19-008	N/A	1448
<b>Volkswagen</b>	Golf R	Series 7		N/A	1435

<b>CLASS A2 - Extreme Performance Naturally Aspirated</b>					
<b>Make</b>	<b>Model</b>	<b>Designation</b>	<b>Recognition No</b>	<b>Balance of Performance</b>	<b>Minimum Weight</b>
<b>Audi</b>	RS4	B8		N/A	1682
<b>Audi</b>	S4	B7 V8		N/A	1579
<b>Audi</b>	S5	8T V8		N/A	1568
<b>BMW</b>	M3	E90, E92	3-18-016	N/A	1517
<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	1700
<b>Ford</b>	FG - FPV	GT		N/A	
<b>Ford</b>	FG – Mk II	GT R-Spec	3-14-003	N/A	
<b>Ford</b>	Mustang	FM	3-19-007	N/A	1599
<b>Holden</b>	VY/VY2 – HSV	GTS	3-09-018	N/A	1581
<b>Holden</b>	V2-HSV	GTS Coupe		N/A	
<b>Holden</b>	VZ – HSV	GTO Coupe, GTS Coupe	NOT NUMBERED	N/A	
<b>Holden</b>	VZ – HSV	R8 Clubsport	3-18-008	N/A	1574
<b>Holden</b>	VF – HSV	R8 Clubsport	3-18-021	N/A	1610
<b>Holden</b>	VE/VE2 – HSV	R8 Clubsport	NOT NUMBERED	N/A	1651
<b>Holden</b>	VE/VE2 – HSV	GTS	3-11-007	N/A	1665
<b>Holden</b>	VX– HSV	GTS		N/A	
<b>Holden</b>	VY CSV Monaro	Mondo GT	3-16-001	N/A	1510
<b>Holden</b>	VF II	SS, SSV Redline (6.2)	3-18-022	N/A	1640
<b>HSV Chevrolet</b>	Camaro	2SS		N/A	
<b>Lexus</b>	RC RCF	USC10R		N/A	
<b>Mercedes-Benz</b>	C63	W204	3-18-009	N/A	1612

<b>CLASS B1 - High Performance Forced Induction</b>					
<b>Make</b>	<b>Model</b>	<b>Designation</b>	<b>Recognition No</b>	<b>Balance of Performance</b>	<b>Minimum Weight</b>
<b>BMW</b>	135i	E82	3-09-042	N/A	1425
<b>BMW</b>	335i	E90, E92	3-09-004	N/A	1480
<b>Ford</b>	BA Mk I/II - FPV	XR6 Turbo		N/A	
<b>Ford</b>	BF Mk I/II	XR6 Turbo	NOT NUMBERED	N/A	1612
<b>Ford</b>	FG - FPV	F6		N/A	

<b>Ford</b>	FG	XR6 Turbo	3-12-001	N/A	1594
<b>Ford</b>	Focus LV	RS		N/A	1455
<b>Honda</b>	Civic	Type R		N/A	1390
<b>Infiniti</b>	V37	Q60		N/A	1506
<b>Kia</b>	Stinger	330 GT		N/A	
<b>Peugeot</b>	308	Gti 270		N/A	1178
<b>Renault</b>	Megane	RS 275 Trophy R		N/A	1247
<b>Subaru</b>	Impreza WRX	G-3	3-09-037	N/A	1370
<b>Subaru</b>	Impreza WRX Sti	G-2		N/A	1437
<b>Subaru</b>	Impreza WRX Sti	G-3		N/A	1395
<b>Volkswagen</b>	Golf R	Series 6	3-19-001	N/A	1472

<b>CLASS B2 - High Performance Naturally Aspirated</b>					
<b>Make</b>	<b>Model</b>	<b>Designation</b>	<b>Recognition No</b>	<b>Balance of Performance</b>	<b>Minimum Weight</b>
<b>BMW</b>	M3	E46	3-18-007	N/A	1452
<b>BMW</b>	M3	E36 3.2L	3-19-015	N/A	1448
<b>Ford</b>	AU	XR8	NOT NUMBERED	N/A	
<b>Ford</b>	BA Mk I/II	XR8	NOT NUMBERED	N/A	
<b>Ford</b>	BF Mk I/II	XR8	3-9-007	N/A	
<b>Ford</b>	FG	XR8	NOT NUMBERED	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	SSV-Redline	3-19-002	N/A	1618
<b>Holden</b>	VE	SSV-Z Series	3-19-004	N/A	1659
<b>Holden</b>	VE	SS	3-10-008	N/A	1622

<b>CLASS C - Performance</b>					
<b>Make</b>	<b>Model</b>	<b>Designation</b>	<b>Recognition No</b>	<b>Balance of Performance</b>	<b>Minimum Weight</b>
<b>Alfa Romeo</b>	Giulietta	QV	3-17-001	N/A	1358
<b>Audi</b>	TT	FV 2L		N/A	
<b>BMW</b>	130i	E87	3-09-003	N/A	1355
<b>BMW</b>	228i	F22		N/A	
<b>BMW</b>	M3	E36 3.0L	3.xx.xxx	N/A	1448
<b>Ford</b>	Focus XR5	LT, LV, LVII		N/A	1408
<b>Ford</b>	Focus ST	LZ		N/A	1425
<b>Holden</b>	Astra Sri Turbo	AH	3-09-011	N/A	
<b>Holden</b>	Astra HSV VXR	AH	3-11-004	N/A	
<b>Holden</b>	Astra VXR	PJ		N/A	1489
<b>Hyundai</b>	I30N	PDE	3-18-015	N/A	1408
<b>Mazda</b>	3 MPS	3A, 3B	3-09-025	N/A	1403
<b>Mazda</b>	6 MPS	6A	3-12-010	N/A	1534
<b>Mazda</b>	RX-8	GT	3-11-003	N/A	1377
<b>Mazda</b>	RX-8	RX8A	3-13-012	N/A	1299
<b>Mini</b>	Cooper S JCW	R53		N/A	1195
<b>Renault</b>	Megane	RS 265	3-14-005	N/A	1374
<b>Renault</b>	Megane	RS 265 Trophy R		N/A	1274

<b>Renault</b>	Clio	RS200		N/A	1173
<b>Subaru</b>	Impreza WRX	MY06		N/A	1377
<b>Volvo</b>	C30	T5		N/A	1388
<b>Volkswagen</b>	Scirocco	R	3-19-005	N/A	1351

CLASS D - Production					
Make	Model	Designation	Recognition No	Balance of Performance	Minimum Weight
<b>BMW</b>	328i	E36		N/A	1345
<b>Eunos</b>	30X			N/A	1100
<b>Ford</b>	Fiesta WZ	ST	3-18-020	N/A	1172
<b>Ford</b>	Fiesta	XR4 WQ	3-10-024	N/A	1067
<b>Honda</b>	Integra	Type R DC2	3-18-023	N/A	1087
<b>Honda</b>	Integra	Type R DC5	3-09-015	N/A	1160
<b>Honda</b>	Integra	Type S DC5	3-09-016	N/A	1230
<b>Kia</b>	Proceed	GT	3-17-005	N/A	1280
<b>Mazda</b>	626	GE 2.5		N/A	
<b>Mazda</b>	MX6	GE 2.5		N/A	1175
<b>Mini</b>	Cooper S JCW	R56		N/A	
<b>Nissan</b>	Pulsar SSS	N14	3-18-024	N/A	1141
<b>Nissan</b>	Pulsar	N15	3-18-010	N/A	1102
<b>Renault</b>	Clio	197	3-10-012	N/A	
<b>Subaru</b>	BRZ	Z-1		N/A	
<b>Toyota</b>	Camry	XV20		N/A	1345
<b>Toyota</b>	Celica	SX		N/A	1085
<b>Toyota</b>	Corolla	Sportivo	3-10-010	N/A	1238
<b>Toyota</b>	86 GT	ZN SER	3-19-009	N/A	1179
<b>Toyota</b>	86 GTS	ZN SER	3-13-009	N/A	1198

CLASS E - Compact					
Make	Model	Designation		Balance of Performance	Minimum Weight
<b>Alfa Romeo</b>	Mito	1.4 Turbo		N/A	1368
<b>Hyundai</b>	Getz	TB		N/A	1077
<b>Mazda</b>	2	DJ, DE		N/A	980
<b>Mazda</b>	3 SP23	BK Series 1, Series 2	3-19-012	N/A	1227
<b>Mazda</b>	3 SP25	BL Series 1, Series 2	3-18-018	N/A	1305
<b>Mini</b>	Cooper	R50		N/A	
<b>Proton</b>	Satria GTi	BS	3-11-001	N/A	
<b>Suzuki</b>	Swift Sport	FZ	3-19-006	N/A	1030
<b>Suzuki</b>	Swift Sport	EZ RS416	3-18-017	N/A	1067
<b>Suzuki</b>	Swift GTi	AA34S		N/A	
<b>Toyota</b>	Corolla	Accent, Levin		N/A	1265
<b>Toyota</b>	Echo	10 SER	3-09-039	N/A	884
<b>Toyota</b>	Yaris	YRX	3-10-011	N/A	