



2021 Hi-Tec Oils Bathurst 6 Hour

Mount Panorama, Bathurst New South Wales

2 – 4 April 2021

Supplementary Regulations

Motorsport Australia Permit Number

821/0404/01



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SECTION 1 – GENERAL

1.1 Event Title, Date and Venue

1.1.1 Hi-Tec Oils Bathurst 6 Hour

1.1.2 April 2 to April 4 2021

1.1.3 Mount Panorama, Bathurst, New South Wales

1.2 Organisation and Status

1.2.1 The Event is to be held under the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of Motorsport Australia, the Circuit Race Standing Regulations (CRSR) published by Motorsport Australia, Motorsport Australia Motor Sport Passenger Ride Activity Policy (MSPRA), these Supplementary Regulations and any Further Supplementary Regulations and Bulletins to Competitors that may be issued, and any instruction issued by the Clerk of the Course.

1.2.2 Status – The Bathurst 6 Hour Competition will be National.

1.3 Administration and Event Staff

1.3.1 ASN: Motorsport Australia
Box 172, Canterbury LPO, Victoria, 3126
T: +61 (0)3 9593 7777 E: info@motorsport.org.au

1.3.2 Promoter and Organiser:
Australian Racing Group (ARG)
8A 428 Mt Dandenong Road, Kilsyth, Victoria, 3137
E: events@australianracinggroup.com
W: www.bathurst6hour.com.au

1.3.3 Organising Committee:
Ken Collier, Mark Rayner, David Mori, Lawrie Schmitt, Christopher Gough,
Hannah Holloway.

1.3.4 Organiser Rights:
The Organiser retains the right to postpone, abandon or cancel the Event in accordance with the NCR.

1.4 Officials

Stewards:	Lynn Rattray, Glenn Pincott & Trevor Neumann
Clerk of the Course:	David Mori
Secretary of the Event:	Hannah Holloway
Bathurst 6 Hour Administrator:	Ken Collier
Bathurst 6 Hour Technical Director (TD):	Chris Gough
Bathurst 6 Hour Assistant Technical Director/s (ATD):	TBA via Further Regulations
Chief Medical Officer:	Dr Karyn Lun
Chief Scrutineer:	Bill Jones
Chief Timekeeper:	Melissa Hatton
Compliance Checker:	TBA via Further Regulations
COVID Cheker:	TBA via Further Regulations
Judges of Fact:	TBA via Further Regulations
Media Manager:	Richard Crail

1.5 Circuit and Race Details

- 1.5.1 Length: 6.213 km
Direction: Anti-clockwise
Track Density: Bathurst 6 Hour - 72
Control Line: Located at Finish Line and Pit Entry
- 1.5.2 Race Date: Sunday 4 April, 2021
Race Duration: Six (6) Hours
Race Start: 11:30 AEST – **note, daylight saving time ends at 3am Sunday 4 April 2021.**
- 1.5.3 Official Notice Board: The Official Notice Board will be located at the base of Tower 3.

1.6 Event Schedule

The Event Schedule will be published in the Further Supplementary Regulations

1.7 Entries & Fees:

- Entry Opening date: Upon publication of these Regulations
Entry Closing date: 5 March 2021
- 1.7.1 Competitors are responsible for sending correct and complete entries on the Official Entry Form and paying the correct entry fee prior to the entry closing date. An entry will only be accepted based on full payment of the entry fee.
- 1.7.2 All entries must be sent to:
- ARG Events
Email: events@australianracinggroup.com
Post: ARG Events
8A – 428 Mount Dandenong Road
Kilsyth VIC 3137
- 1.7.3 All incorrect or incomplete entries that have paid the entry fee (including entries with Driver TBA) will be deemed as suspended until they are complete and correct. This is the responsibility of the Competitor and must be finalised before 6 March 2021. All Driver and Automobile information will be checked and verified by the Secretary of the Event immediately after the Entry Closing Date.
- 1.7.4 In the event of a full grid capacity being reached prior to the Entry Closing Date, the Bathurst 6 Hour Administrator reserves the right to accept those valid entries in accordance with the NCR which it deems most suitable.
- 1.7.5 Entry Fees – All Classes:

- a) For Competitors who submit a complete entry form and pay in full by 15 January 2021, the entry fee will be \$6,050 including GST. This includes a discount of \$2,420 including GST.
- b) For Competitors who submit a complete entry form and pay in full after 15 January 2021 and before 6 March 2021, the entry fee will be \$8,470 including GST.

1.7.8 Entries and Payment:

- a) Fee Payment can be made by Electronic Funds Transfer (EFT) or Credit Card as per the details on the entry form.
- b) All EFT payments must include a payment reference noting the Competitors Reference Number (CRN) as issued by the Organiser. If a Competitor is unaware of their CRN they must contact the Organiser to confirm. The payment confirmation slip must be emailed to the Organiser:
events@australianracinggroup.com

1.7.9 The Organiser reserves the right to accept or refuse a valid entry at their sole discretion in accordance with the NCR.

1.8 Refund of Entry Fee

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

1.8.1 Refusal of entry. Full refund of all payment received.

1.8.2 An entry that was received and paid for can be withdrawn up until 5 March 2021 and receive a full refund.

1.8.3 An entry that was received and paid for can be withdrawn after March 5 2021 and before 19 March 2021 and receive reimbursement of the entry fee paid less a cancellation fee of \$2,200 including GST.

1.8.4 An entry that is withdrawn after 19 March 2021 will result in a loss of fees paid.

1.9 Organiser's Rights

1.9.1 The Organiser reserves the right to cancel any Class which has less than 3 Automobiles entered or amalgamate them to the next higher Class at their discretion.

1.9.2 The allocation of each competition number for each Automobile is the sole responsibility of the Bathurst 6 Hour Administrator. A maximum of 2 number digits is permitted.

1.10 Accreditation

The Accreditation Centre is adjacent to the public entrance gate in Harris Park general access parking area.

The Accreditation Centre opening times are as follows:

Wednesday 31 March, Thursday 1 April	0900hrs – 1700hrs
Friday 2 April, Saturday 3 April	0600hrs – 1700hrs
Sunday 4 April	0600hrs – 1200hrs

1.10.1 Each Automobile entered and paid will be provided with:

- a) 12 Competitor admit one passes (3 Driver passes and 9 pit crew passes).

Competitors can leave passes at the accreditation centre for collection. Passes must be in a standard DL envelope with the Automobile's competition number and name of the person collecting written on front.

- b) 1 Inner Paddock vehicle pass. This pass will allow vehicle access to the Inner Paddock area behind the Pit Lane building for equipment unloading. Parking is not permitted in the Inner Paddock. All vehicles must be parked in the Competitors Car Park.

2 Outer Paddock vehicle passes for access to the Competitors Car Park.

1.10.2 Each Competitor and crew must always wear their pass when in the venue.

1.10.3 It is each Competitor's responsibility to make sure their pit crew members have signed the pit lane disclaimer form prior to administration document checking.

1.10.4 Each Competitor must nominate a Team Manager to the Bathurst 6 Hour administrator by 5 March 2021. The nomination must include the Team Manager's name, mobile phone number and email address.

The nominated Team Manager cannot be a listed Driver for any Automobile entered in the Race.

1.10.5 All vehicle passes must be fixed (adhered) to the front windscreen in the top right (Driver) side corner.

1.10.6 Team transporters do not require vehicle passes.

1.11 Circuit and Event Access

1.11.1 Access to the paddock area will be available from 08:00 on Wednesday 31 March.

All vehicles must proceed along the pit straight and into the Paddock area via the Mountain Straight gate.

All team transporters and trailers should be at the track no later than 17:00 on Wednesday 31 March. All teams must follow set-up and other directions as supplied or given by the Bathurst 6 Hour Administrator, the Paddock Manager or their nominee's.

1.11.2 Bump In – Wednesday 31 March

All team members involved in bump in must be aware of and comply with all NSW Workplace Health and Safety requirements including the wearing of high visibility vests.

Teams must collect their garage keys (2 per garage) from the Event Administration Office and pay a \$100 **cash** deposit.

1.11.3 Bump Out – Sunday 4 March (post race)

The bump out of the Pit Lane Garages must be completed by 20:00 on Sunday evening. All garage keys must be returned by this time and failure to do so will result in the forfeit of the key deposit paid during bump in.

All team members involved in bump out must be aware of and comply with all NSW Workplace Health and Safety requirements including the wearing of high visibility vests.

- 1.11.4 Truck tail gates when on the ground must have each corner marked with a high visibility safety cone. A spotter must be present when tail gates are being lowered, raised or off the ground to warn others against walking/driving under the tail gate.
- 1.11.5 Transporters will be free to depart from the Paddock in a safe manner at any time after the Mountain Straight gate is opened at the completion of track activities each day.
- 1.11.6 During all track closure periods, access to the Paddock area for vehicles and occupants with approved passes is via the Chase tunnel access road. Note - the Chase tunnel is 3.1 metres high and 2.7 metres wide.

1.12 Alcohol, Drugs and Other Substances:

- 1.12.1 Any holder of a Motorsport Australia '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 Motorsport Australia Anti-Doping Policy and/or the Motorsport Australia Illicit Drugs in Sport (Safety Testing) Policy as published on the Motorsport Australia 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 Motorsport Australia 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a Motorsport Australia Accredited Testing Official (CATO) in accordance with the Motorsport Australia Standard Operating Procedure for Breath Alcohol Testing.

- 1.12.2 The consumption of Alcohol is strictly PROHIBITED at all times in the Pit Lane and/or Pit Lane Garage including after the end of Competition for the day.

Any person connected with a team whether Competitor, Driver or pit crew member found to be consuming alcohol in the Pit Lane and/or Pit Lane Garage will be subject to alcohol testing in accordance with the Motorsport Australia Policy.

Alcohol can be consumed from cans in the Inner Paddock Area, GLASS BOTTLES are strictly prohibited.

1.13 Medical Centre Hours of Operation:

The Medical Centre will be open at the following times.

Friday 2 April to Sunday 4 April – 07:00 to 18:00.

If you require medical assistance outside the open hours, please call "000" and provide the operator with your exact location details:

Mount Panorama Motor Race Circuit
Panorama Avenue Bathurst, NSW

And your specific location, example Pit Lane Garage XX

1.14 **Industrial Gas Supply:**

Teams are free to use any brand of Industrial Gas.

Teams are responsible for the removal of all gas bottles prior to leaving the circuit when they are finished at the Event.

1.15 **General Safety**

The Mount Panorama Circuit is a public road which is closed for competition periods. At all non-competition times during the Event, access is restricted and limited to authorised personnel and vehicles only, which must respect and obey all relevant road rules.

- 1.15.1 The pushing of an Automobile by the Driver or by another Automobile along the track or pushing it across the finishing line is prohibited and will entail immediate disqualification of any Automobile/s concerned.

SECTION 2 - SPORTING

2.1 **Competitor and Driver Licence Requirement**

- 2.1.1 Each Competitor must hold a Motorsport Australia Competition Licence,

or

hold a Motor Sport New Zealand competition licence and Tasman Visa valid for the Event.

or

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. These Competitors must apply to Motorsport Australia for a Foreign Participation Visa (FPV) authorisation to compete at least 10 days prior to the Event.

- 2.1.2 Each Driver must hold a minimum of a Motorsport Australia Circuit Licence without a provisional endorsement,

or

hold a Motor Sport New Zealand competition licence and Tasman Visa valid for the Event,

or

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. These Drivers must apply to Motorsport Australia for a Foreign Participation Visa (FPV) authorisation to compete at least 10 days prior to the Event.

2.2 **Administration Checking**

- 2.2.1 Date, Time, Location:

- a) Wednesday 31 March from 10:00 to 17:00, Secretary of the Event Office, Tower 3 Level 1.
- b) Thursday 1 April from 09:00 to 16:00, Secretary of the Event Office, Tower 3 Level 1.
- c) Administration checking outside these hours will be at the discretion of the Chief Scrutineer.

2.2.2 Administration checking must be conducted prior to the Automobile being presented for scrutineering.

Motorsport Australia licences will be validated prior to the event, however, all competitors and drivers should ensure that their licence and passbook is available upon request.

Automobile logbooks are to be dropped off with the Secretary of the Event during the times specified above.

Each team manager must email the following documents to the Secretary of the Event prior to 16:00, Thursday 1 April:

- a) Scanned copies/photographs of each Competitor/Drivers Motorsport Australia affiliated Car Club Membership Card (for licences issued by Motorsport Australia only)
- b) For all New Zealand Competitors a valid Tasman Visa
- a) For all International Competitors, a scanned copy of each Competitor and Driver Licence, and the relevant Australia Foreign Participation Visa Form for both a Competitor and/or Driver Licence.

2.2.5 Each Competitor must ensure that the "Pit Lane Disclaimer" form has been completed by each of their team members prior to their Automobile participating in its first track session.

Motorsport Australia will not cover any team member whose signature does not appear on the disclaimer for insurance purposes.

2.3 Eligible Automobiles

2.3.1 Bathurst 6 Hour Classes X, A1, A2, B1, B2, C, D, E are eligible to enter. Each eligible Automobile is shown on the List of Eligible Automobiles in Attachment A. Each eligible Automobile must comply with Motorsport Australia Group 3E - Series Production Car Regulations, as published in the Motorsport Australia Manual.

2.3.2 Replacement Automobiles are not permitted. Unless agreed otherwise by the Organiser and approved by the Stewards, only the original Automobile presented for scrutineering may be used during the Event.

2.4 Paddock Allocation, Transporter and Trailer Parking

2.4.1 The Bathurst 6 Hour Administrator will allocate a maximum 4mt x 25mt area in the Paddock for the parking of team transporters. Individual requests will be considered however there is no right to be allocated a specific area.

The area is to be used only for team transporters or containers. No road vehicles can be parked in the Paddock and any unauthorised vehicles found in the Paddock may be towed at the owner's expense.

Small trailers will be parked in the designated trailer parking zone as advised by the Organiser. These trailers can be unloaded in the Paddock prior to parking in the designated area.

2.4.2 Paddock gates 1 and 2 will be secured each evening commencing from Wednesday 31 March. Security will be based at Gate 3 to control the access and exit of the paddock. Teams are responsible for the security of their own vehicles and equipment.

2.4.3 Camping is strictly prohibited other than in the designated campgrounds. All camping must be booked through the Bathurst Regional Council and details of contacts will be supplied by the Organiser.

2.5 Paddock Area

2.5.1 NO SMOKING areas apply throughout the venue including the pit lane, pit lane garages and paddock area. The use of e-cigarettes and misters is prohibited in these areas.

2.5.2 The following speed limits apply in the Paddock Area at all times:

- a) Inner Paddock – 10 km/h
- b) Outer Paddock – 20 km/h
- c) Camping Areas – 20 km/h

2.5.3 Motorised Vehicles:

a) 2-Wheeled Motorised Vehicles:

2-wheeled motorised vehicles are prohibited in any area of the venue.

b) Unregistered 4-Wheeled Motorised Vehicles:

Unregistered 4-wheeled vehicles are prohibited in any area of the venue.

c) Registered 4-Wheeled Motorised Vehicles:

Registered 4-wheeled motorised vehicles are permitted in all paddock areas. Registration plates must be on the vehicle in accordance with NSW State Legislation at the Event at all times.

d) Golf Car Vehicles:

Golf Cars must have “Conditional” registration plates fitted.

Competitors who intend using a Golf Car at the Event must first obtain permission from the Bathurst 6 Hour Administrator. A copy of the registration certificate and an insurance certificate must be submitted to the Bathurst 6 Hour Administrator prior to the Event. The Bathurst 6 Hour Administrator will issue a compliance form that must be displayed on the vehicle.

2.6 Race Control Electronic Communications

2.6.1 Email Race Control System

- a) Each Automobile will be allocated a unique email address prior to the Event.
- b) Each team must have a personal computer to use in the garage. Connection to the race system requires an Ethernet patch lead which can be plugged into the ADSL socket in the garages.
- c) Each computer must have current and operating anti-virus and spyware / malware software installed.
- d) All Team Managers must reply to the test email to the Secretary of the Event on Thursday 1 April.
- e) Each team must allocate a crew member to monitor the race control email system prior to, during and after each track session.

2.6.2 Administration Email Addresses

The following email addresses will be used:

Bathurst 6 Hour Administrator	-administrator@bathurst6hour.com.au
Secretary of the Event -	secretary@bathurst6hour.com.au
Technical Director -	tech@bathurst6hour.com.au
Media Manager -	media@bathurst6hour.com.au
IT Manager -	it@bathurst6hour.com.au
Additional email addresses being used during the Event:	
Clerk of the Course -	racecontrol@bathurst6hour.com.au
Timing -	timing@bathurst6hour.com.au

2.7 Race Team Radio Communication

- Two-way radio communication is mandatory between Driver and pit crew.
- Each Competitor must advise the Bathurst 6 Hour Administrator of their radio frequency via the Two-way Communication Form (Attachment B) by 26 February 2021.
- All frequencies will be checked for compliance with the Australian Authorities. If radio frequencies conflict with the host Circuit or emergency frequencies, Competitors will be compelled to change their frequency.
- Radio and Frequency licensing and permits are the responsibility of each individual Competitor.

2.8 Race Management Channel (RMC)

- Each team MUST monitor the RMC on “listen only” for each track session from 10 minutes before the Automobiles are released from their pit garage to the end of the session.
- Any message broadcast over the RMC will have regulatory effect.
- The RMC frequency is **507.3875** MHz with CTCSS of **127.3**:

2.9 Timing

- The timing hardware system for the Event will be based on the Dorian Transmitter and Driver ID hardware. Each Automobile must be fitted with a Dorian Transmitter and any associated hardware prior to the first track session. Failure to do so may result in the Automobile being black flagged and prohibited from returning to the track until the Driver ID system is fully installed and operational.
- The timing software for the Event will be Natsoft. Results and live timing will be available through the Bathurst 6 Hour website (www.bathurst6hour.com.au) and Natsoft (www.natsoft.com.au).

2.9.1 Driver Identification – Each Automobile must be fitted with a Dorian Micro 16000 DATA-1 Multi-Driver Transmitter.

This is a push button module (see below) which will have four different coloured push buttons, each button is assigned to an individual Driver.

The units are completely self-contained with an internal battery power supply. Each Automobile must have the following components fitted prior to any on track activity. The system comprises the following components:

- 1 x Dorian Micro 16000 Data-1 Multi Driver Transmitter (see mounting instruction sheet for best placement of this).
- 1 x Driver ID Control Panel to be mounted in the Automobile where the Driver can press a coloured button when in the Automobile.
- 1 x wiring loom. This is a 3.6 metre long pre-made cable connecting the transmitter and the control panel. It is recommended that the cable is installed prior to the Event and each Competitor can purchase a cable (unless already owned) for \$165 including GST and postage.



2.9.2 Hardware Rental – All hardware can be rented through:

Timetronics Pty Ltd: Ian Leech or Lucy Hatton.

Email: timing@timetronics.com.au

Collection at Circuit: From Thursday 1 April 2021, from timing office.

Event rental cost of the Dorian transmitter and Driver ID button module is \$110 including GST.

Payment may be made by Cash, Visa Card or Mastercard to Timetronics 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 may result in a charge of up to \$330 including GST for the transmitter and/or \$385 including GST for the Driver change module.

2.9.3 Competitors can use their own Dorian system if they have the Multi-Driver Panel system purchased from Timetronics Pty Ltd (as used in the Australian Production Car Series). If supplied systems are found to not work correctly the Competitor will have to install a working system as detailed above.

2.9.4 The Chief Timekeeper will work with all teams to ensure the timing system is working. This could include instructing a team to change a transponder during a pit stop.

An Automobile may be black flagged to rectify a transponder issue.

If the Driver ID system is not operational the team can keep the timekeepers updated with Driver changes via the email system (timing@bathurst6hour.com.au).

2.9.5 At the end of the race while an Automobile is in Parc Ferme, with permission from the Chief Scrutineer a representative from the team may approach their Automobile under supervision to remove all hired timing equipment and return to the timing representative present. Any Automobile not finishing the race must return all hired timing equipment to the timing room as soon as possible on the day.

2.9.6 Telemetry - The use of telemetry is prohibited including live streaming vision and data whilst a session is active.

2.10 Driver Requirements

2.10.1 Each Automobile must have a minimum of 2 and a maximum of 3 Drivers.

2.10.2 No change of Driver nominations will be permitted after 17:00 on Thursday 1 March unless the Stewards determine that exceptional circumstances apply.

2.10.3 Cross entering of Drivers for the Bathurst 6 Hour Race is prohibited.

2.10.4 If an Automobile 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 permit any of the nominated Drivers of the withdrawn Automobile to be listed as an additional Driver in another Automobile (i.e. third Driver for a two Driver team).

2.11 Driver Qualification Procedure

2.11.1 Driver qualification will be in accordance with the Motorsport Australia CRSR.

2.11.2 All Practice and Qualifying sessions will be timed and may count towards Driver qualification.

2.12 Driving Time

2.12.1 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 Automobile.

2.12.2 Subsequently, driving time will be measured for each Driver from the time that Driver first crosses the timing line at pit lane exit when joining the Circuit through Pit Exit, until the last time the Driver crosses the timing line at pit lane entry before leaving the Automobile or until the Automobile crosses the control (finish) line on the Circuit at the end of the race.

2.12.3 The maximum continuous driving time for each Driver in the race is 3 hours.

2.12.4 The penalty for a Driver exceeding the maximum continuous driving time will be as follows:

- a) Exceeding time by up to 5 minutes = 1 lap deleted from their Automobile's total number of laps at the end of the race.
- b) Exceeding time by more than 5 minutes = 5 laps deleted from their Automobile's total number of laps at the end of the race.

2.12.5 A minimum rest period of 1 hour between each driving period for each Driver during the race is required, regardless of the duration of any driving period.

- 2.12.6 The penalty for a Driver not taking the minimum rest period will be 3 laps deleted from their Automobile's total number of laps at the end of the race for every 3 minutes, or part thereof, under 1 hour.
- 2.12.7 The maximum cumulative driving time for each Driver during the race is 3½ hours. The penalty for exceeding the maximum cumulative driving time will be as follows:
- a) Exceeding time by up to 5 minutes = 1 lap deleted from their Automobile's total number of laps at the end of the race.
 - b) Exceeding time by more than 5 minutes = 5 laps deleted from their Automobile's total number of laps at the end of the race.
- 2.12.8 In the event of an Automobile remaining stationary for a continuous period exceeding 1 hour in the Automobile's pit lane garage it will be deemed to satisfy the minimum rest period.
- 2.13 **Starting Driver Nominations**
- Competitors are required to notify the Secretary of the Event the Driver starting the race no later than 17:00 Saturday 3 March by submitting a Start Driver Nomination Form.
- If the Start Driver Nomination Form is NOT received by the Secretary of the Event by the specified time as above, then the starting Driver will automatically default to the first nominated Driver as per the entry form Driver A.
- If the nominated or default Driver does not start the race, a pit lane drive through penalty will apply.

SECTION 3 – BRIEFINGS, SCRUTINEERING, CHECKING

3.1 Briefings

3.1.1 Team Managers Briefing:

- a) Details will be advised in the Further Regulations.

3.1.2 Team Manager and Drivers Briefing:

- b) Details will be advised in the Further Regulations.

3.1.3 Fire and Re-fuellers Briefing:

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

Date and Time: To be advised in Further Regulations

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

3.1.3.1 The 4 refuelling personnel who must attend are:

- a) 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 Scrutineering

Scrutineering will take place at the Scrutineering Bay on Thursday 1 April from 08:00 to 18:00. A timetable will be issued in the Further Regulations.

Each Automobile may be inspected, weighed and have its fuel system capacity checked as a part of scrutineering.

- 3.2.1 All items listed in the Group 3E Series Production Car Regulations and Motorsport Australia Group 3E Recognition Document must be in place prior to scrutineering.
- 3.2.2 Each Automobile must be presented for scrutineering:
 - a) With the Motorsport Australia Group 3E Recognition Documents for that make and model as shown in the List of Eligible Automobiles in Attachment A;
 - b) With fuel cell – The expiry date must be assessable to be checked;
 - c) Safety cage certificate/ registration must be in accordance with the Motorsport Australia Manual Schedule J; and
 - d) Without fuel.
- 3.2.3 Each Automobile will be issued with a scrutineering approval sticker once it has successfully completed scrutineering.

Any Automobile failing to display the scrutineering approval sticker may not be permitted to participate.

3.3 Apparel Checking

The apparel for each Driver and team member (including re-fuellers helmets, overalls, gloves etc) must be provided for inspection and approval.

Location: Drivers Briefing Room beside the Scrutineering Bay

Date and Time: Thursday 1 April between 08:00 and 18:00

3.4 Fire Extinguishers

Each Competitor must provide 2 up to date, tagged and fully functional dry chemical powder fire extinguishers each of a minimum capacity of 4.5 kg (however 9 kg extinguishers are strongly recommended) for each of their Automobiles.

Note: 1 x 9 kg fire extinguisher is not an acceptable alternative.

Fire extinguishers will be checked in the Pit Lane garages on Friday 2 April between 09:00 and 17:00.

3.5 Fuel Rigs

Overhead re-fuelling rigs will be checked as set up in the Pit Lane at a time to be advised in Further Regulations.

SECTION 4 – PRACTICE, QUALIFYING, RACE, REPAIRS

4.1 Start and End of Session Procedure

4.1.1 Before the commencement of each Practice and Qualifying session and when advised over the RMC, each vehicle will be out the front of the garage on a 45 degree angle, nose out to the pit exit.

The procedure for the commencement of the race is detailed in 4.5.1

4.1.2 From the commencement of any qualifying session, an Automobile is NOT permitted to be moved back into the pit lane garage without the approval of the Chief Scrutineer or their nominee.

4.1.3 Unless directed by an Official, each Automobile, including those remaining in pit lane or given permission to move into their garage during qualifying, must proceed directly to the designated Parc Fermé area via the most direct route (or as directed by an Official) at the conclusion of each practice, qualifying and race, without returning to pit/garage/paddock areas and without interference from any third party (other than an Official).

4.1.4 At the conclusion of the Top Fifty (50%) percent qualifying session the fastest 3 Automobiles may be required for Television interviews in which case Scrutineers will be assigned to each such Automobile.

4.2 Short Cutting the Circuit

4.2.1 Practice and Qualifying:

Any Automobile that short cuts the Circuit during practice or qualifying, including between Turn 11 to Turn 13 Drivers Left, will have that lap time deleted for each breach during each practice and qualifying session.

4.2.2 Racing:

Any Automobile that short cuts the Circuit during the race, including between Turn 11 to Turn 13 Drivers Left, will be investigated for each breach and a penalty may be imposed by the Stewards at their discretion.

4.3 Qualifying

4.3.1 Qualifying Format:

- a) There will be 2 x 20 minute qualifying sessions.
- b) The first session will be for the bottom 50% of Automobiles, based on their fastest practice lap time. Where there is an odd number of Automobiles, the first session will have the greater number of Automobiles.
- c) The second session will be for the top 50% of Automobiles, based on their fastest practice lap time.
- d) Each qualifying session may be extended by a maximum of 5 minutes at the discretion of the Clerk of the Course.

4.3.2 During the qualifying session there is NO requirement for each of the nominated Drivers to drive the Automobile. Unless approved otherwise by the Stewards, each Automobile

must set a lap time during practice or qualifying within 130% of the fastest lap time set during qualifying to be able to start the race.

4.4 Grid Determination

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

If two or more Automobiles record equal fastest lap times in the qualifying session, the first Automobile to record the lap time will take precedence as regards to grid positions.

4.5 Start of Race

4.5.1 Start time of Race

- a) The formation lap for the race is scheduled to commence on Sunday 4 March at 11:30.
- b) The start of the 6 hour race period will be when the green flag is displayed to commence the formation lap. This time will be used in calculations to determine:
 - I. the driving time as per Supplementary Regulation 2.11; and
 - II. the CPS window open / close period is as per Supplementary Regulation 4.11

4.5.2 Race start procedure

The race will commence with a rolling start to be conducted in accordance with the procedure in CRSR 6.4, Steps 1 and 4 except for the following:

- a) Each Automobile is required to be parked on a 45-degree angle nose out, facing towards Pit Exit in front of its respective garage 5 minutes prior to the opening of Pit Exit. (The front right tyre is to be placed where the concrete meets the bitumen in Pit Lane), Once Pit Exit is open to commence the observation lap all Automobiles are required to leave in Pit Lane order, if an Automobile doesn't leave in Pit Lane order it is required to wait until the last Automobile has passed them in the fast lane.
- b) 20 minutes prior to the scheduled start of the formation lap, Pit Exit will open and Automobiles may leave Pit Lane on 1 observation lap. At the end of this lap each Automobile must stop on its allocated grid position with its engine stopped.
- c) The Pit Exit will be closed 15 minutes prior to the scheduled start of the formation lap.
- d) A warning will sound 2 minutes prior to the closure of the Pit Exit.

Any further operational details of the start procedure will be detailed at the Driver Briefing.

4.6 Major Repairs

4.6.1 Any Automobile requiring extended servicing or repairs longer than 10 minutes should be moved into the pit lane garage. Once the Automobile is moved into the pit lane garage the number of persons permitted to service the Automobile is free.

4.6.2 In the event that an Automobile requires repairs which cannot be conducted in the pit lane garage, subject to receiving the prior approval of the Chief Scrutineer, it is permitted

for that Automobile to be removed from the pit lane garage to the TAFE repair centre for these repairs to be conducted.

Once these repairs have been completed, the Automobile must be returned to its allocated pit lane garage before it re-joins the Circuit.

The removal and return of any Automobile in these circumstances must be conducted under the supervision of and subject to the instructions of the Chief Scrutineer or their nominee.

A 10km/h speed limit always applies in the paddock area.

- 4.6.3 With the exception of the above regulation 4.6.2, any repairs conducted on an Automobile outside of the pit lane must only be conducted by the Driver alone using only tools or parts transported in the Automobile.
Advice given to the Driver whether by electronic means or by voice is permitted.
- 4.6.4 With the exception of the above regulation 4.6.2, any replenishment of oil or water outside the pit lane is prohibited.
- 4.6.5 Any Automobile that has stopped on the Circuit and is returned to the Scrutineering Bay or TAFE repair centre by officials will have the following options:
- a) Withdraw the Automobile from the Event, to be made in writing to the Secretary of the Event
 - b) Affect repairs in the pit lane garage and/or in the TAFE repair centre and then continue in the session and/or race.
- 4.6.6 Any Automobile that has left the pit lane for repairs must be inspected and approved by the Chief Scrutineer or their nominee before it re-joins the track.

4.7 Pit Lane & Pit Lane Garages

4.7.1 The use of a pit boom is prohibited.

4.7.2 Fuel Storage:

- a) For the duration of the Event, fuel must only be stored or transferred into any other storage vessel or an Automobile, at a temperature that is within 10 degrees Celsius of ambient temperature.
- b) The maximum quantity of fuel that can be stored in each garage at any time is 205 litres, regardless if there is 1 or 2 Automobiles in a garage.

Therefore 1 x 205 litre drum of fuel may be stored in each of the 4 x 15 metre garages without breaching this regulation.

This excludes any sole garage, where there can only be 1 x 205 litre drum stored in the whole 8 x 15 metre garage at any time.

4.7.3 The use of an overhead refuelling rig to store fuel is prohibited. An overhead refuelling rig must only contain fuel for the sole purpose of refuelling an Automobile.

4.7.4 Pit Lane Entry, Exit & Speed Limit:

- a) Any part of an Automobile exiting the pit lane must not cross the solid line that separates the pit exit road and the track.
- b) An Automobile entering the pit lane must not cross, in either direction, the solid line that separates the pit entry road and the track.
- c) Penalties as detailed below may be imposed. The Judge of Fact will be advised by Bulletin at the Event.

Penalties:

- d) During Practice or Qualifying:
 - I. First adjudged breach – a warning
 - II. Second and subsequent adjudged breaches – the penalty will be a loss of the fastest lap time in that session for each breach.
- e) During Racing:
 - I. For each adjudged breach - a drive through penalty.
- f) The Pit Lane speed limit is 40 km/h.
- g) A penalty will be imposed in accordance with the CRSR for any breach of exceeding the pit lane speed limit.

4.8 General

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

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

4.8.2 Definition of a Pit Lane Garage:

For this Event a Pit Lane Garage is considered to be 4 metres x 15 metres, i.e. half of a standard 8 metre x 15 metre garage.

4.8.3 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 with 2 Automobiles in each pit lane garage.

When entries close there may be a limited number of pit lane garages available for sole use i.e. 1 Automobile per garage. An additional charge will be invoiced to competitors who request and receive a sole use garage.

4.8.5 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, at least a 3 metre gap to be open.

4.8.6 After each session all equipment must be removed from the pit lane ready for the next session.

- 4.8.7 The area at the rear of the pit lane garages facing the Inner Paddock Area must always remain clear. Competitors are not permitted to store any equipment, have display vehicles or any other in this area.
- 4.8.9 With exception to a free-standing timing beacon, no equipment is to be placed on the pit wall.
- 4.8.10 It is not permitted to wash any truck, transporter, trailer or vehicles in the paddock area. Any breach of this rule will be referred to the Stewards.
- 4.8.11 Safety:
- a) Fire alarm detectors and/or sirens in pit lane garages are not to be tampered with. All 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.
 - b) No person under the age of 16 years will be permitted in pit lane and/or pit lane garages.
 - I. Teams will be given one warning for the first breach; after which
 - II. 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.
 - III. If breaches are reported during the race, the penalty will be a drive through penalty for each reported breach.
 - IV. Each Pit Lane Marshal will be Judge of Fact.
- 4.8.12 The use of any type of gas heaters within a pit lane garage is prohibited.
- 4.8.13 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.
- 4.8.14 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.

4.9 Pit Stop Procedures

- 4.9.1 Car Controller:
- a) At all times whilst an Automobile is stationary in its pit bay it must remain under the control of a designated Car Controller who is responsible for the safe conduct of the pit stop and departure of the Automobile at the completion of any pit stop.
 - b) The Car Controller must remain at the front of the Automobile in clear view of the Driver.
 - c) 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.

- d) For each pit stop, the Car Controller may be in a position in pit lane to assume control of the Automobile 1 lap before the Automobile crosses the control line at pit entry and must be behind the Prescribed Line before the Automobile crosses the line at pit lane exit.
- e) If an Automobile's 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.
- f) Each Car Controller must be attired as a re-fuelling person if re-fuelling is permitted during the session.

4.9.2 Driver Change:

- a) A Driver change may be conducted at any time during a pit stop.
- b) A Driver assistant may be used. If the Driver assistant is being used during the re-fuelling of the Automobile and the task is within 1 metre of the re-fuelling fittings they must be attired as per a re-fueller.
- c) The incoming Driver, the exiting Driver and/or the nominated Driver assistant are permitted to perform the following duties;
 - I. Carry a drink bottle.
 - II. Disconnect and/or reconnect the Driver's window net.
 - III. Unbuckle and/or re-buckle the Driver's seat belts.
 - IV. Adjust the steering column.
 - V. Remove and/or reinstall the steering wheel.
 - VI. Disconnect and/or reconnect any helmet communication system plug/s.
 - VII. Disconnect and/or reconnect the Driver's drink bottle.
 - VIII. Disconnect and/or reconnect the Driver's drink tube to helmet.
 - IX. Disconnect and/or reconnect the leads to the Driver's cool suit.
 - X. Remove and/or reinstall a booster seat infill piece.
 - XI. Any other task directly related to driver apparel that would assist a safe Driver change
- d) The incoming Driver, the exiting Driver and/or the nominated Driver assistant are NOT permitted to refill the Driver's cool suit container. This must be completed by a general pit crew member.
- e) If a Driver stays in the Automobile during the re-fuelling and/or the servicing of the Automobile, only the general pit crew member will be tasked with refilling the Driver drink bottle, refilling Driver cool suits or any other task related to the Driver.

4.9.3 Pushing an Automobile:

If an Automobile stops in pit lane before reaching, or passes its designated pit lane garage, the Automobile may be pushed to and/or back to its pit bay area by a maximum of any 4 members of its pit crew team.

4.9.4 Pit Stop Activities:

- a) A Pit Stop Procedure can be made up only of the following activities;
 - I. Driver Change
 - II. Refuelling the Automobile
 - III. Servicing the Automobile

- b) Any refuelling of an Automobile must be completed prior to any servicing of the Automobile being conducted. At NO time are both the refuelling and servicing activities to be performed together.
- c) During a pit stop the engine may remain running or be switched off. However, when preparing to re-join the Circuit, the Automobile must start by its own means without any outside assistance.
- d) Equipment and personnel may only cross the Prescribed Line into pit lane after the Automobile 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.
- e) A wheel chock can be used exclusively to prevent the Automobile from rolling. If a wheel chock is being used it must be restrained. The preferred method of restraint is a rope that can be used to remove chock from behind the line.
- f) Other than the Car Controller, all personnel and equipment (other than a wheel chock) must be behind the Prescribed Line before an activity will be deemed completed. Only then can a new activity commence, or the Car Controller can release the Automobile.
- g) During a pit stop all equipment related to an Automobile must remain within its pit bay or garage.
- h) Any Automobile driving over any equipment or personnel may receive a penalty as determined by the Stewards.
- i) The use of on-board jacking systems is prohibited. Each Automobile can only be lifted by the use of 1 commercially available standard trolley jack. Only 1 jack per Automobile is permitted across the Prescribed Line at any time.
- j) The following diagram is a guide to assist teams in the placement of personnel.
- k) A maximum of 2 powered tools (brushless, hand or otherwise) used to loosen or re-tension the wheel nuts is permitted.
- l) During a pit stop, only 1 side or the front or the rear of the Automobile can be lifted at a time, and there must always be 2 tyres on the ground.
- m) Any person who 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, will be deemed as crossing the 'prescribed line' into the pit lane.
- n) Any person receiving components or tools rolled or passed from pit lane over the 'prescribed line' into the pit lane garage will not be deemed as crossing the 'prescribed Line' into the pit lane.
- o) Brake pad changes can be undertaken in conjunction with wheel changing operations.
 Note: A brake pad change is not mandatory during the race.

4.9.5 5 personnel are permitted to assist with any refuelling activity. The duties are restricted to:

I. Re-fueller (x1)

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

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

During the Refuelling of the Automobile, the Fuel Rig Emergency Cut-Off Attendant must hold the valve of the re-fuelling rig open, only during the re-fuelling operations. They must not participate in any other tasks during the refuel activity.

III. Fire Attendant (x1)

During the re-fuelling of the Automobile, the Fire Attendant must be ready and located behind the Automobile (as shown in the diagram of 4.10.2) with a working fire extinguisher of not less than 4.5 kg. They must not participate in any other tasks during the refuel activity.

IV. Re-fueller Hose Assistant Operator (x1)

During the re-fuelling of the Automobile, a Re-fueller Hose Assistant may hold the re-fuelling hose over the rear of the Automobile. They must not participate in any other tasks during the refuel activity.

V. General Pit Crew (x1)

The General Pit Crew member is only permitted to cross the Prescribed Line during any pit stop for the re-fuelling of the Automobile only (i.e. the Driver remains in the Automobile) to change the Drivers drink bottles only. If the general pit crew member is within 1 metre of the re-fuelling fittings they must be attired as per a re-fueller.

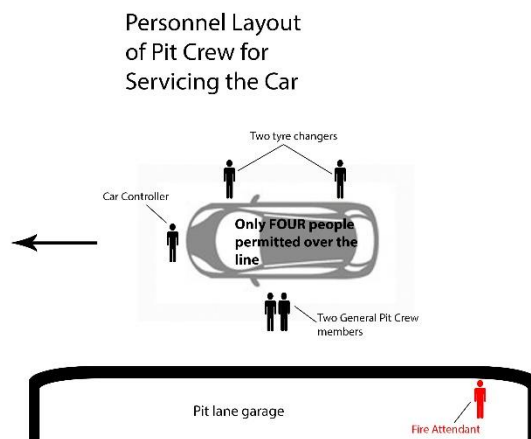
4.9.6 4 personnel are permitted to assist with a servicing activity. The duties are restricted to:

a) Wheel/Tyre Changer (x 2)

During the Servicing of the Automobile, the Wheel/Tyre Changers must complete this task, including work associated with wheel/tyre changing prior to carrying out any other task.

b) General Pit Crew (x2)

During the Servicing of the Automobile, the General Pit Crew members are permitted to carry out any task associated with the Servicing of the Automobile including assisting the Wheel/Tyre Changers.



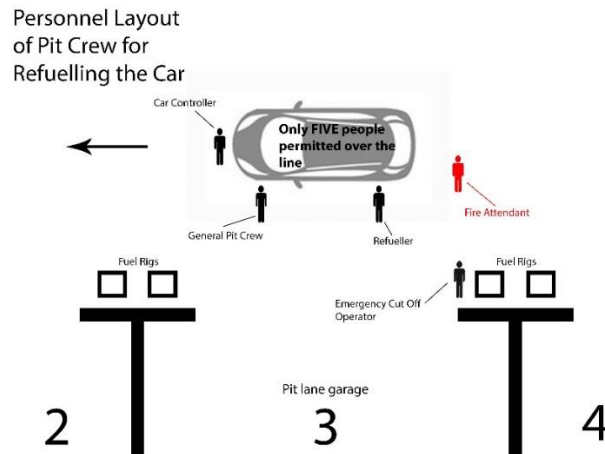
4.9.7 A single Team Data downloading person, the Nominated Driver Assistant, any TV broadcast crew members and any Tyre company technicians are not counted in either Refuelling or Servicing crew.

4.10 Refuelling

4.10.1 All re-fuelling apparel must comply with Schedule D of the current Motorsport Australia Manual.

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

Note that as per Schedule N of the Motorsport Australia Manual, the re-fuelling rig must be located in the pit lane.



- At all times during any practice session or race, re-fuelling of an Automobile must only be conducted in its pit lane bay.
- NO refuelling is permitted at any time during any qualifying session.

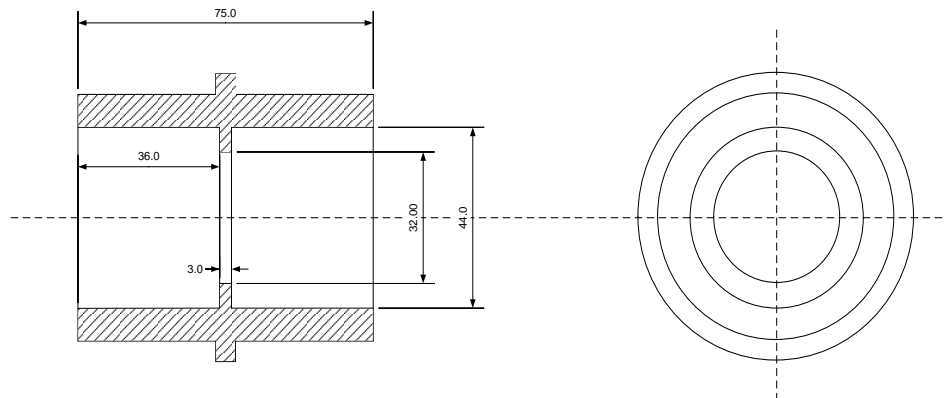
4.10.3 Overhead Refuelling Tower:

- An overhead refuelling rig complying with Schedule N of the Motorsport Australia Manual 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 Schedule D of the Motorsport Australia Manual.
- During ANY fuel transfer (Automobile to container, container to Automobile, container to container, container to tower, tower to container, tower to Automobile etc) each person involved in the transfer or within 1 metre of the re-fuelling fittings must be attired as per a re-fueller and a minimum of a 4.5 kg fire extinguisher must be present.
- Each pit lane garage has 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.
- 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.

- f) The minimum hose length from fuel rig to dry-break coupling is 3 metres.
- g) Re-fuelling towers must have a fuel flow restrictor, which must be fitted into the re-fuelling hose within 150 mm of the dry-break coupling and through which all fuel being transferred to the Automobile must pass.

The restrictor must be 75 mm long, be circular in section and have a maximum internal diameter of 32 mm. The 32 mm restriction must be maintained for 3 mm. The minimum internal diameter either side of the restriction is 44 mm, maintained for 36 mm. This restrictor must comply with the drawing as below:



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

4.11 Compulsory Pit Stop (CPS)

4.11.1 Each Automobile must satisfactorily complete the minimum number of CPS during the race 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

However, if an Automobile has not completed 75% of the race distance of the leader of their Class then the number of CPS will be prorated to match the race distance achieved.

- 4.11.2 The CPS procedure will be in accordance with the requirements of the CRSR, Supplementary Regulation 4.9 and the following.
- 4.11.3 Re-fuelling and/or servicing is permitted during a CPS.
- 4.11.4 A change of Driver is permitted during a CPS.
- 4.11.5 The CPS window will open 30 minutes after the start of the race, a board will be displayed at the finish line advising “Pit Window Open” plus over the RMC.
- 4.11.6 The CPS window will close 330 minutes after the start of the race, a board will be displayed at the finish line advising “Pit Window Closed” plus over the RMC.
- 4.11.7 The penalty for commencing a CPS when the CPS window is closed will be 5 laps deleted from the Automobile’s total number of laps at the end of the race.
- 4.11.8 Failure to complete the required number of CPS will result in a penalty of 5 laps deleted from that Automobile’s total number of laps at the end of the race.
- 4.11.9 The minimum CPS time is 1 minute and 30 seconds.
- a) The minimum CPS time will be calculated from when an Automobile crosses the pit lane entry line, to when the Automobile crosses the pit lane exit line.
 - b) The penalty for going under the minimum CPS time will be a pit lane drive through penalty.
 - c) The Chief Timekeeper will be the sole Judge of Fact in regard to CPS time.
- 4.11.10 Once the minimum number of CPS have been completed by the Automobile, the minimum CPS time will not apply to any further pit stop/s either for refuelling or servicing the Automobile and the pit lane transit time is free.
- 4.11.12 Only 1 CPS is permitted during each Safety Car period.
- 4.11.13 Discretionary Pit Stop (DPS):
- If a DPS is required for an example 1 flat tyre, mechanical issue or loose body work then the CPS requirements and any associated penalty do not apply.
- No re-fuelling, Driver change or servicing of the Automobile may be undertaken during a DPS.
- If re-fuelling, Driver change or servicing of the Automobile is undertaken then the pit stop will be considered a CPS and the CPS requirements and any associated penalty will apply.

4.12 Race Finish

- 4.12.1 The chequered flag signalling the end of the race will be displayed to the lead Automobile 1 lap after 17:28.
- a) If the leading Automobile is not running on the track at the time the race is scheduled to finish, the chequered flag will be shown to the next placed Automobile.
 - b) Finishers will be classified as per the CRSR.

- c) The requirement of CRSR that to be classified as a finisher an Automobile must have completed at least 75% of the race distance completed by the leader does not apply.

4.12.2 Each Automobile which has completed the race, must proceed directly to the Parc Ferme area. Any breach of this regulation may result in disqualification from the race.

- a) There will be no cool down lap and each Automobile must exit the circuit via the gate on Mountain Straight after Turn 1.
- b) Some Automobiles may be required to proceed to the podium or to another location for media purposes. Any such Automobile will be under Parc Ferme conditions.
- c) A team member must remain with each Automobile at all times while it is in Parc Ferme.

4.13 Safety Car Intervention

The Safety Car may be used to neutralise the race, and this will be as per the CRSR. All Safety Car activities will be advised to teams over the RMC.

4.14 Stopping the Race:

Any race stoppage or suspension will be in accordance with the requirements of the CRSR.

4.15 Parc Ferme

- a) A single pit crew member per Automobile only is permitted into Parc Ferme to deliver and/or collect their Automobile after a session.
- b) Each Automobile must remain in Parc Ferme until released by either the TD/ATD or Chief Scrutineer.
- c) After the race, a representative from each team may approach their Automobile in Parc Ferme under supervision to remove all hired timing equipment and return to the timing representative present.

SECTION 5 - FUEL, TYRES

5.1 Fuel

5.1.1 Fuel must be 98 octane and exclusively supplied by the Organiser via RaceFuels.

Email: fuelorder@racefuels.com.au
Phone: +61 (0)3 9706 5233

5.1.2 RaceFuels is the exclusive fuel supplier. All fuel used at the Event MUST be purchased from RaceFuels either in advance or during the Event and delivered at the Event.

5.1.3 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.

- 5.1.4 Competitors must contact RaceFuels and submit their Fuel order form by 19 March 2021. Failure to do this may result in no fuel being available for the Competitor.
- 5.1.5 Fuel prices will be confirmed by RaceFuels and further Fuel information is available at racefuels.com.au

5.2 Tyres

- 5.2.1 Only MRF ZTR Control Tyres supplied by the Official Tyre Provider may be used during the Event.
- 5.2.2 A maximum of 24 new Control Tyres are permitted per Automobile for the duration of the Event.

- a) Each tyre will be allocated to a specific Automobile and must be exclusively used on that Automobile.

- 5.2.3 Tyres must be exclusively supplied by the Organiser via the Official Tyre Provider - Mentor Tyres:

Vivek Ponnusamy

Mentor Tyres

Unit 106 – 52 Dow Street

Port Melbourne, VIC 3207

Phone: +61 (0)3 8395 0930

Mobile: +61 (0) 424 246 611

Email: vivek@mentortyres.com.au

The Official Tyre Provider will be available at the circuit for the fitment of the tyres from: Wednesday March 31 2021

- 5.2.4 A minimum of 8 Control Tyres must be ordered for each Automobile.
- 5.2.5 The minimum penalty for an Automobile that uses more than its allocated number of Control Tyres will be 5 laps (per tyre) deleted from that Automobile's total number of laps at the end of the race.
- 5.2.6 In the case of an Automobile which is recognised as fitted with a different size wheel rim on the front and rear axles, each tyre on the same axle must be of the same type.

Note: the term 'Type' refers to the size, construction and compound of a given tyre.
- 5.2.7 The use of any tyre heating, heat retention devices or chemical treatments are prohibited.
- 5.2.8 With the exception of wear resulting from normal usage, all tyres must remain unmodified. Heat cycling new tyres is not permitted.
- 5.2.9 It is permitted to fit a device that solely monitors tyre conditions (e.g. pressure and temperature).
- 5.2.10 It is not permitted to use any device that automatically controls or changes the tyre pressure of each tyre fitted.

- 5.2.11 The tyre pressure may be increased to a maximum of 26 psi or 179.2 kPa during any ride height check.
- 5.2.12 The TD is the sole arbiter with regard to the interpretation and application of these Tyre Regulations and any decision made by the TD in this regard will not be the subject of any protest or appeal.

SECTION 6 – BALANCE OF PERFORMANCE

6.1 Balance of Performance (BoP)

- a) Any Automobile may be subjected to a Balance of Performance (BoP) adjustment in the form of a variance to:
- i. Minimum racing weight
 - ii. Maximum allowable boost pressure of an Automobile with a forced induction engine
 - iii. The number of CPS
- b) Any BoP will be advised by the TD and covered in a Technical Bulletin.
- 6.1.1 The Organiser reserves the right to apply BoP adjustment/s as follows:
- a) BoP adjustment/s of Boost pressure will only be applied when a Technical Bulletin changing the Boost pressure is issued, no later than 2 hours prior to the commencement of the Qualifying Sessions.
 - b) Any other BoP adjustment/s may be applied at any time up to 2 hours prior to the commencement of the Bathurst 6 Hour Race.
- 6.1.2 Each Automobile make/model listed below has the shown maximum allowable Turbo Boost permitted:

Automobile Make/Model	Maximum Pboost Limit @ all RPM
BMW M3 F80	1.45 bar
BMW M3 F80 LCI Competition	1.45 bar
BMW M4 F82	1.45 bar
VW Golf 7.5	1.30 bar

6.2 Forced Induction Engines

- 6.2.1 Each Automobile which has a forced induction engine must be fitted with an MSE BM2012 pressure monitoring datalogger manufactured after 2012 by:
- Motor Sport Electronics
22 Deep Pool Way
MT ANNAN, NSW 2567
- Phone: +61 (02) 4648 0030
Email: sales@msedata.com.au
Mobile: +61 (0) 402 102 553
Website: www.msedata.com.au
- 6.2.2 For each Automobile with a forced induction engine, the maximum allowable inlet manifold pressure is as specified in the Motorsport Australia Group 3E Recognition Document except for those Automobiles listed in 6.1.2 (Balance of Performance) above.

- 6.2.3 The TD/ATD has the right to check the output of the MSE Pressure Monitoring Data Logger at any time during a race meeting.
- 6.2.4 The TD/ATD can exchange the Competitor's MSE unit at any time.
- 6.2.5 Each Pressure Monitoring Data Logger must be installed in accordance with all instructions issued by Motor Sport Electronics and the TD and must remain fully operational to record the inlet manifold pressure of the Automobile for the duration of all practice sessions, qualifying sessions and races.
- 6.2.6 The MSE unit is to be mounted in the engine bay of the Automobile and the hose to the inlet manifold is to be visible or be able to be felt along its complete length.
- 6.2.7 If any Automobile's MSE Pressure Monitoring Data Logger is found to be not recording any data or recording boost pressure over the maximum allowable for that Automobile by the TD/ATD, the TD will:
- request from the Stewards that the Competitor be disqualified from the session where the recordings were taken. This applies to a qualifying session or the race.
 - The TD will be the sole arbiter in regard to the interpretation of any data recorded by the pressure monitoring data logger.
- 6.2.8 The TD/ATD may request access at any time to any other data being recorded by any device within the Automobile, for example a "Motec Device".

6.3 Racing Weight

The minimum Racing Weight for each Automobile is as stated on its Motorsport Australia Group 3E Recognition Document.

SECTION 7 – ADDITIONAL INFORMATION

7.1 Additional Flag Point

The following flags will be displayed with an Automobile's competition number at Flag point 19.2, Drivers right at the start of Conrod Straight, in addition to display at the control line:

- Black Flag (Automobile to enter pit lane)
- Black Flag with Orange Disc (Automobile to enter pit lane, mechanical)

7.2 Yellow Flashing Lights

a) There are yellow flashing lights located at:

- Turn 6 (Drivers Left)
- Turn 8 (Drivers Right)
- 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).

b) There are yellow flashing lights located at:

- Turn 10 (McPhillamy Park)
- Turn 11 (Skyline)

These 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.

7.3 Restricted Areas

The Organiser may grant access to restricted areas. Access to these areas will be denied to any person not receiving permission and not wearing the appropriate pass. Misuse of any pass may result in disciplinary action against the offending party.

7.4 Waste Products

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.

All Competitors must know that NO waste of any nature may be tipped into the storm water drains located within the Circuit or surrounding area.

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.

This includes the washing of any wheel rims within the vicinity of storm water drains.

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.

The EPA can prosecute offenders with heavy penalties.

7.5 Press Conferences

Details of all Press Conference details will be advised by Bulletin at the Event.

7.6 Trophy Awards

The following trophies will be provided by the Organiser:

- Outright 1st, 2nd, 3rd
- Each Class 1st, 2nd, 3rd

SECTION 8 – AUTOMOBILE MARKINGS

8.1 The markings on each Automobile must comply with Schedule K of the Motorsport Australia Manual and as detailed in the Signage Diagram of these Supplementary Regulations.

8.2 The Bathurst 6 Hour Administrator will supply Competitors with 1 set of Event Sponsor decals during Event registration on Wednesday March 31 and Thursday 1 April.

Fitting of the Event Sponsor decals is mandatory. The position of sponsors decals are shown in the Signage Diagram below.

Decals will be checked prior to leaving the pit lane and any Automobile that does not comply with the Signage Diagram may be stopped from further participation in the Event until the Automobile complies.

8.3 The front and rear windscreen strip (220 mm from bottom of strip to top of windscreen) of each Automobile is to be left vacant for use by the Organiser. Other than the Organisers signage, no signage can be on the front or rear windscreen.

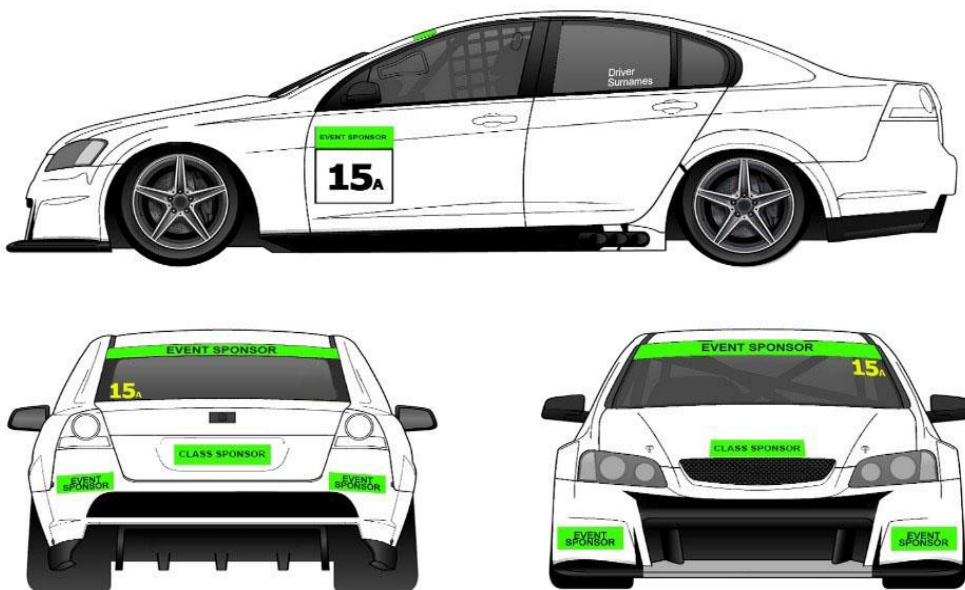
8.4 White side number panels will be supplied. Dimensions: 380 mm wide x 260 mm high. These are to be placed on each front side door, 10 mm to 20 mm back from the leading edge of the front door.

8.5 A section 380 mm wide x 120 mm high is to be left vacant above each side number panel for the Organiser.

8.6 Competition numbers will be supplied. These will be 180 mm high x 300 mm wide and in the type face “Maiandra GD Bold Italic”.

8.7 Automobile Class door letters will be supplied. These will be 100 mm high in “Maiandra GD bold italic” and must be placed on the bottom right hand side of the number panel.

- 8.8 Two Motorsport Australia decals will be supplied and must be placed next to each side panel.
- 8.9 Automobile Class and competition number front and rear windscreen decals will be supplied. Numbers will be 150 mm high in Dayglo Yellow, “Helvetica Bold”. Class decals will be 80 mm high.
These must be placed 25 mm from the side of the windscreen and 25 mm below the bottom of the windscreen strip opposite side to the Driver as per the diagram.
- 8.10 The front and rear number plate areas are to be left vacant for the Organiser unless otherwise agreed with the Organiser. Decals will be supplied, these will be 380 mm x 100 mm.
Teams will be responsible to make sure the sticker decals fit their Automobile and no other signage is permitted on the front or rear number plate areas.
- 8.11 Other sections to be left vacant for the Organiser are:
 - Two 330 mm x 90 mm areas on the front bumper
 - Two 330 mm x 90 mm areas on the rear bumper
- 8.12 All Driver name decals are to be supplied by the teams. Each Driver’s surname must be placed on the rear side windows in White letters, font type “Helvetica bold”. The size can be determined by the team.
- 8.13 Sign Event is the official sign-writing supplier for the Event:
Mark Weisell
Phone: +61 (0) 7 5529 2650
Email: mark@signevent.com.au
- 8.14 The following signage 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.
- 8.15 Signage Diagram



ATTACHMENT A - LIST OF ELIGIBLE AUTOMOBILES

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:

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 Motorsport 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 Motorsport Australia 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.

CLASS X - Ultimate Performance					
Make	Model	Designation	Recognition Document No	Balance of Performance	Minimum Racing Weight (kg)
Alfa Romeo	Giulia	Quadrifoglio		N/A	
Audi	RS3	8V		N/A	1534
BMW	M2 Coupe	F87		TBA	1460
BMW	M3	F80	3-12-002	Maximum Pboost Limit All RPM 1.45bar	

BMW	M3	F80LCI Competition	3-18-011	Maximum Pboost Limit All RPM 1.45bar	1478
BMW	M4	F82	3-17-002	Maximum Pboost Limit All RPM 1.45bar	1494
Holden	VF MY14-HSV	GTS	3-14-006	N/A	1714

CLASS A1 - Extreme Performance Forced Induction					
Make	Model	Designation	Recognition Document No	Balance of Performance	Minimum Racing Weight (kg)
Audi	TT RS Plus	8J	3-16-008	N/A	1448
BMW	M Coupe (1 Series)	E82	3-12-002	N/A	1462
BMW	M135i Hatch	F20	3-14-004	N/A	1398
BMW	M140i	F20		N/A	1418
BMW	M235i Coupe	F22		N/A	1423
Ford	FG FPV	GT-P, F6	3-10-009	N/A	1661
Ford	FGII	GT-F	3-17-008	N/A	1725
Ford	FGX	XR6 Turbo Sprint	3-18-019	N/A	1617
Ford	FGX	XR8		N/A	1700
Ford	BF2 FPV	F6		N/A	1638
Ford	Focus RS	LZ	3-17-007	N/A	1519
Mercedes-Benz	A45	AMG	3-16-004	N/A	1480
Mitsubishi	Lancer Evo X	RS	3-09-030	N/A	1486
Mitsubishi	Lancer Evo IX	RS, GSR	3-09-028	N/A	1450
Mitsubishi	Lancer Evo VIII	RS	3-09-029	N/A	1466
Mitsubishi	Lancer Evo VII	RS		N/A	
Mitsubishi	Lancer Evo VI	6.5 TME	3-xx-xxx	N/A	1330

Mitsubishi	Lancer Evo V	RS		N/A	1260
Subaru	Impreza WRX Sti	G-4, V-1	3-17-003	N/A	1470
Subaru	Impreza WRX Sti	G-1		N/A	
Volkswagen	Golf R	Series 7.5	3-19-008	Maximum Pboost Limit All RPM 1.3bar	1448
Volkswagen	Golf R	Series 7		N/A	1435

CLASS A2 - Extreme Performance Naturally Aspirated					
Make	Model	Designation	Recognition Document No	Balance of Performance	Minimum Racing Weight (kg)
Audi	RS4	B8		N/A	1682
Audi	S4	B7 V8		N/A	1579
Audi	S5	8T V8		N/A	1568
BMW	M3	E90, E92	3-18-016	N/A	1517
Ford	BA Mk I/II - FPV	GT, GT-P		N/A	
Ford	BF Mk I/II - FPV	GT, GT-P		N/A	1700
Ford	FG - FPV	GT		N/A	
Ford	FG – Mk II	GT R-Spec	3-14-003	N/A	
Ford	Mustang	FM GT	3-19-007	N/A	1599
Ford	Mustang	FN GT	3-20-005	N/A	1626
Holden	VY/VY2 – HSV	GTS	3-09-018	N/A	1581
Holden	V2-HSV	GTS Coupe		N/A	
Holden	VZ – HSV	GTO Coupe, GTS Coupe	NOT NUMBERED	N/A	1563
Holden	VZ – HSV	R8 Clubsport	3-18-008	N/A	1574
Holden	VF – HSV	R8 Clubsport	3-18-021	N/A	1610
Holden	VE/VE2 – HSV	R8 Clubsport	NOT NUMBERED	N/A	1651
Holden	VE/VE2 – HSV	GTS	3-11-007	N/A	1665

Holden	VX- HSV	GTS		N/A	
Holden	VY CSV Monaro	Mondo GT	3-16-001	N/A	1510
Holden	VF II	SS, SSV Redline (6.2)	3-18-022	N/A	1640
HSV Chevrolet	Camaro	2SS		N/A	
Lexus	RC RCF	USC10R		N/A	
Mercedes-Benz	C63	W204	3-18-009	N/A	1612

CLASS B1 - High Performance Forced Induction					
Make	Model	Designation	Recognition Document No	Balance of Performance	Minimum Racing Weight (kg)
BMW	135i	E82	3-09-042	N/A	1425
BMW	335i	E90, E92	3-09-004	N/A	1480
Ford	BA Mk I/II - FPV	XR6 Turbo		N/A	
Ford	BF Mk I/II	XR6 Turbo	NOT NUMBERED	N/A	1612
Ford	FG - FPV	F6		N/A	
Ford	FG	XR6 Turbo	3-12-001	N/A	1594
Ford	Focus LV	RS		N/A	1455
Honda	Civic	Type R		N/A	1390
Infiniti	V37	Q60		N/A	1506
Kia	Stinger	330 GT CK	NOT NUMBERED	N/A	1668
Peugeot	308	Gti 270		N/A	1178
Renault	Megane	RS 275 Trophy R		N/A	1247
Subaru	Impreza WRX	G-3	3-09-037	N/A	1370
Subaru	Impreza WRX Sti	G-2		N/A	1437
Subaru	Impreza WRX Sti	G-3		N/A	1395

Volkswagen	Golf R	Series 6	3-19-001	N/A	1472
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CLASS B2 - High Performance Naturally Aspirated					
Make	Model	Designation	Recognition Document No	Balance of Performance	Minimum Racing Weight (kg)
BMW	M3	E46	3-18-007	N/A	1452
BMW	M3	E36 3.2L	3-19-015	N/A	1448
Ford	AU	XR8	NOT NUMBERED	N/A	
Ford	BA Mk I/II	XR8	NOT NUMBERED	N/A	
Ford	BF Mk I/II	XR8	3-9-007	N/A	1646
Ford	FG	XR8	NOT NUMBERED	N/A	
Holden	VX – HSV	R8 Clubsport		N/A	
Holden	VY	SS, SV		N/A	
Holden	VZ	SS, SV, SS-Z Series	3-09-014	N/A	1565
Holden	VE	SSV-Redline	3-19-002	N/A	1618
Holden	VE	SSV-Z Series	3-19-004	N/A	1659
Holden	VE	SS	3-10-008	N/A	1622
Holden	VF	SS, SSV Redline, SSV CL (6.0)	3-17-006	N/A	1626

CLASS C - Performance					
Make	Model	Designation	Recognition Document No	Balance of Performance	Minimum Racing Weight (kg)
Alfa Romeo	Guilietta	QV	3-17-001	N/A	1358
Audi	TT	FV 2L		N/A	

BMW	130i	E87	3-09-003	N/A	1355
BMW	228i	F22		N/A	
BMW	M3	E36 3.0L	3-19-016	N/A	1448
Ford	Focus XR5	LT, LV, LVII		N/A	1408
Ford	Focus ST	LZ		N/A	1425
Holden	Astra Sri Turbo	AH	3-09-011	N/A	
Holden	Astra HSV VXR	AH	3-11-004	N/A	
Holden	Astra HSV VXR	PJ	3-20-001	Maximum Pboost Limit All RPM TBAbars	1489
Hyundai	I30N	PDE	3-18-015	N/A	1408
Mazda	3 MPS	3A, 3B	3-09-025	N/A	1403
Mazda	6 MPS	6A	3-12-010	N/A	1534
Mazda	RX-8	GT	3-11-003	N/A	1377
Mazda	RX-8	RX8A	3-13-012	N/A	1299
Renault	Megane	RS 265	3-14-005	N/A	1374
Renault	Clio	RS200 Sport	3-19-013	N/A	1190
Subaru	Impreza WRX	MY06		N/A	1377
Volvo	C30	T5		N/A	1388
Volkswagen	Scirocco	R	3-19-005	N/A	1351

CLASS D - Production					
Make	Model	Designation	Recognition Document No	Balance of Performance	Minimum Racing Weight (kg)
BMW	328i	E36		N/A	1345
Eunos	30X			N/A	1100
Ford	Fiesta WZ	ST	3-18-020	N/A	1172
Ford	Fiesta	XR4 WQ	3-10-024	N/A	1067
Honda	Integra	Type R DC2	3-18-023	N/A	1087

Honda	Integra	Type R DC5	3-09-015	N/A	1160
Honda	Integra	Type S DC5	3-09-016	N/A	1230
Kia	Proceed	GT	3-17-005	N/A	1280
Mazda	626	GE 2.5		N/A	
Mazda	MX6	GE 2.5		N/A	1175
Mini	Cooper S JCW	R56		N/A	
Mini	Cooper S JCW	R53		N/A	1195
Nissan	Pulsar SSS	N14	3-18-024	N/A	1141
Nissan	Pulsar	N15	3-18-010	N/A	1102
Renault	Clio	197	3-10-012	N/A	
Subaru	BRZ	Z-1	3-19-022	N/A	1255
Toyota	Camry	XV20		N/A	1345
Toyota	Celica	SX		N/A	1085
Toyota	Corolla	Sportivo	3-10-010	N/A	1238
Toyota	86 GT	ZN SER	3-19-009	N/A	1179
Toyota	86 GTS	ZN SER	3-13-009	N/A	1198

CLASS E - Compact					
Make	Model	Designation	Recognition Document No	Balance of Performance	Minimum Racing Weight (kg)
Alfa Romeo	Mito	1.4 Turbo		N/A	1368
Hyundai	Getz	TB		N/A	1077
Mazda	2	DJ, DE		N/A	980
Mazda	3 SP23	BK Series 1, Series 2	3-19-012	N/A	1227
Mazda	3 SP25	BL Series 1, Series 2	3-18-018	N/A	1305
Mini	Cooper	R50		N/A	
Proton	Satria GTi	BS	3-11-001	N/A	1163

Suzuki	Swift Sport	FZ	3-19-006	N/A	1030
Suzuki	Swift Sport	EZ RS416	3-18-017	N/A	1067
Suzuki	Swift GTi	AA34S		N/A	
Toyota	Corolla	Accent, Levin		N/A	1265
Toyota	Echo	10 SER	3-09-039	N/A	884
Toyota	Yaris	YRX	3-10-011	N/A	