



2027 HI-TEC OILS BATHURST 6 HOUR

Sporting Regulations

**Mount Panorama Circuit
Bathurst NSW**

26 - 28 March 2027

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2027 Hi-Tec Oils Bathurst 6 Hour

Sporting Regulations

These 2027 Hi-Tec Oils Bathurst 6 Hour Sporting Regulations are approved by *Motorsport Australia* and come into effect on the date of publication. They replace any previous Bathurst 6 Hour regulations. Any subsequent version of these Sporting Regulations will supersede the previous version.

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (*Code*), the National Competition Rules (*NCR*), including their Appendices and Attachment I in this document.

Any HEADING is for reference only and has no regulatory effect.

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1. TITLE AND JURISDICTION

1.1 Title

The *Competition* will be known as the “2027 Hi-Tec Oils Bathurst 6 Hour” (hereinafter referred to as “the *B6HR*”).

1.2 Authority / Jurisdiction

1.2.1 The *B6HR* will be held under the FIA International Sporting Code including Appendices (*Code*); the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (*CRSR*) of *Motorsport Australia*; these Sporting Regulations; the Technical Regulations as published by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* of the *Event*; Bulletins issued by the Stewards, and Driver Briefing Instructions or any other instruction issued by the Race Director (*RD*) or Clerk of the Course at the *Event*.

1.2.2 The *B6HR* has been sanctioned by *Motorsport Australia* as a National Circuit Competition.

1.2.3 Australian Racing Group Pty Ltd is recognised by *Motorsport Australia* as the Manager of the *B6HR* (*B6HR Manager*).

Contact Details:

Australian Racing Group Pty Ltd (ARG)

2/13 Kitchen Road

Dandenong South VIC 3175

Email: events@bathurst6hour.com.au

2. ADMINISTRATION

2.1 Personnel

2.1.1 The following personnel have been appointed to the *B6HR* by the *B6HR Manager* and have the authority to administer the various aspects of these regulations as detailed in the *CRSR*.

2.1.1.1	Category Administrator (<i>CA</i>)	Charise Bristow
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2.1.2 The following personnel have been appointed to the *B6HR* by *Motorsport Australia* and have the authority to administer the various aspects of these regulations as detailed in the *CRSR*.

2.1.2.1	Race Director (<i>RD</i>)	Nigel Faull
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2.1.2.2	Technical Delegate (<i>TD</i>)	Chris Gough
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2.1.2.3	Driving Standards Advisor (<i>DSA</i>)	Chris Pither
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3. COMPETITOR ELIGIBILITY

3.1.1 To be eligible to compete in the *B6HR*, each *Competitor* must hold a current Motorsport Australia Competition Licence and be registered with the *B6HR Manager*.

3.1.2 If a *Competitor* is unable to be present at the *B6HR*, they must nominate a representative to the *CA* in writing.

4. **AUTOMOBILE ELIGIBILITY**

4.1 **General**

To be eligible to compete in the *B6HR*, each *Automobile* must comply with the requirements of the Group 3E - Series Production Car – Technical Regulations as published in the Circuit Race Appendix of the 2027 Motorsport Australia Manual.

4.2 **Classes**

4.2.1 Each *Automobile* will be allocated to Class X, A1, A2, B1, B2, C, D or E in accordance with the List of Eligible *Automobiles* in Attachment A.

4.2.2 The *B6HR Manager* reserves the right to cancel any Class which has less than 3 *Automobiles* entered; or amalgamate them to the next higher Class at its sole discretion.

4.3 **Replacement *Automobile***

4.3.1 Following the commencement of the *Event*, any *Automobile* that has been entered to compete at the *Event* may not be replaced with another *Automobile* unless agreed upon by the CA and approved by the Stewards.

5. **DRIVER ELIGIBILITY**

5.1 **General**

5.1.1 To be eligible to compete in the *B6HR*, each *Driver* must meet the *Driver* Licence requirements of Article S5.2 below and be registered with the *B6HR Manager*.

5.2 ***Driver* Licence Requirements**

5.2.1 For each Class, the *Driver* must be a minimum of 16 years of age and hold a *Motorsport Australia* Circuit Licence free from Provisional endorsement.

5.2.2 A *Driver* holding an equivalent Licence issued by an ASN other than *Motorsport Australia* with an authorisation from that ASN for the *Driver* to compete in another country will be eligible.

5.3 ***Driver* Classification**

5.3.1 Prior to competing in the *B6HR*, each *Driver* will be assessed by the *B6HR Manager* and classified as either PRO or AM.

5.3.1.1 A *Driver* may be classified as PRO without being a professional, paid *Driver*.

5.3.1.2 Each *Automobile* must have a minimum of 2 and a maximum of 3 *Drivers* of which only 1 *Driver* may be classified as PRO.

5.3.1.3 The *B6HR Manager* reserves the right to reclassify a *Driver* at any time prior to the *B6HR* at their sole discretion.

5.3.2 Cross entering of *Drivers* for the *B6HR* is prohibited.

5.4 **Substitute *Driver***

5.4.1 Unless the Stewards determine that exceptional circumstances apply, a change of *Driver* will be prohibited after the time specified in the *Supplementary Regulations*.

5.4.2 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 nominated *Driver* of the withdrawn *Automobile* to be listed as an additional *Driver* in another *Automobile*, subject to 5.3.1.2 (i.e. third *Driver* for a two *Driver* team).

5.5 Starting Driver Nomination

5.5.1 The *Driver* to start the race must be nominated to the Secretary of the Event via the Starting Driver Nomination Form in Attachment G, no later than the time specified in the *Supplementary Regulations*.

5.5.1.1 If the Starting Driver Nomination Form is not received by the Secretary of the Event by the time specified in the *Supplementary Regulations*, 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 be imposed.

6. EVENT FORMAT

The number, length and format of *Track* sessions will ultimately be negotiated between the *B6HR Manager* and the *Organiser* prior to the *Event* and will be advised in the relevant *Supplementary Regulations* issued for the *Event*.

6.1 Event Format

6.1.1 Generally, the format for the *B6HR* will be as follows:

6.1.1.1 Official Practice: 2 x 40-minute sessions and 2 x 60-minute sessions

6.1.1.2 Qualifying: 2 x 20-minute sessions

6.1.1.3 Race: 1 x race of 360-minutes (6 hours).

Note: Unless specified otherwise in *Event* regulations, the timing of the duration of the race will commence from the start of the formation lap.

6.2 Variations to Timetable

With the approval of the Stewards, the event schedule may be amended, including extending a session to ensure the full amount of scheduled *Track* time is achieved.

7. GRID DETERMINATION

7.1 Grid Determination

7.1.1 The format for qualifying will be as follows:

7.1.1.1 Qualifying will be split into a 2-part session, with the duration of each session being 20 minutes.

7.1.1.2 The first qualifying session will be made up of the lower 50% of *Automobiles*, based on the final classification of each *Automobile's* fastest lap time from all practice sessions.

7.1.1.3 The second qualifying session will be made up of the upper 50% of *Automobiles*, based on the final classification of each *Automobile's* fastest lap time from all practice sessions.

7.1.1.4 Where there is an odd number of *Automobiles*, the first session will have the greatest number of *Automobiles*.

7.1.1.5 If a qualifying session is stopped by a red flag, it may be extended by a maximum of 5 minutes at the discretion of the Stewards.

7.1.2 Grid positions for the race will be determined by the *Final Classification* of each *Automobile's* fastest lap time achieved during the qualifying sessions, in order from the fastest to the slowest.

7.1.3 If 2 or more *Automobiles* record equal fastest lap times, the first *Automobile* to record the lap time will have the higher grid position.

7.2 Driver Qualification

- 7.2.1 During the qualifying sessions, there is no requirement for each of the nominated *Drivers* to drive the *Automobile*.
- 7.2.2 Each practice and qualifying session will be timed and may count towards *Driver* qualification.
- 7.2.3 Unless otherwise approved by the Stewards due to exceptional circumstances, any *Driver* whose fastest lap time recorded in the *Final Classification* for a practice or qualifying session exceeds 130% of the fastest qualifying lap time will be prohibited to further compete in the *B6HR*.

8. START PROCEDURE

- 8.1.1 Unless specified otherwise in the regulations for the *Event* and confirmed at the *Driver* Briefing, the *Start* procedure for the race will be as detailed in the *CRSR – Non-Championship – Rolling Start* except for the following:
 - 8.1.1.1 35 minutes before the formation lap: each *Automobile* must be parked in its *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* facing the *Fast Lane* and pointing towards the exit of the *Pit Lane*.
 - 8.1.1.2 30 minutes before the formation lap: The exit of the *Pit Lane* will open for one reconnaissance lap to the grid. *Automobiles* must leave in *Pit Garage* order, commencing with Garage 1, unless otherwise advised via *RMC*. An *Automobile* that does not leave in the correct order must wait until all *Automobiles* that were positioned behind it have passed in the *Fast Lane*.
 - 8.1.1.3 27 minutes before the formation lap: A warning will sound to indicate 2 minutes prior to the closure of the exit of the *Pit Lane*.
 - 8.1.1.4 25 minutes before the formation lap: the exit of the *Pit Lane* will close. Any *Automobile* remaining in *Pit Lane* must start the race from the *Pit Lane*.
- 8.1.2 At the end of the reconnaissance lap: each *Automobile* must stop on its allocated grid position with its engine turned off.
- 8.1.3 Any additional operational details relating to the *Start* procedure will be advised at the *Drivers' Briefing*.

9. AWARDS

9.1 Prizes and Trophies

- 9.1.1 The following trophies will be provided by the *B6HR Manager*:
 - 9.1.1.1 Outright: 1st, 2nd, 3rd place.
 - 9.1.1.2 Each Class (X, A1, A2, B1, B2, C, D, E): 1st, 2nd, 3rd place.

10. EVENT OPERATIONS

10.1 Registration and Entry

- 10.1.1 Prior to the *Event*, each *Competitor* that is intending to enter an *Automobile* in the *B6HR* must lodge a completed *Entry Form* with the *B6HR Manager* prior to the specified *Entry* closing date detailed in the *Supplementary Regulations*.
- 10.1.2 A maximum of 72 entries will be accepted for the *B6HR*.
- 10.1.3 If the number of entries received for the *B6HR* exceeds 72, the *B6HR Manager* reserves the right to accept or refuse an *Entry* at its sole discretion without providing any reasons. There is no automatic entitlement or acceptance of participation in the *Event*.

10.1.4 A *Competitor* will only be considered as being entered for the *B6HR* following:

- 10.1.4.1 Lodgement of a completed *Entry Form* before to the specified *Entry* closing date;
- 10.1.4.2 Payment of the applicable *Entry Fee* as detailed in the *Supplementary Regulations*, and;
- 10.1.4.3 Receipt of written notification from the *B6HR Manager* that their *Entry* has been accepted.

10.1.5 An accepted *Entry* that remains incorrect or incomplete, including an *Entry* with one or more *Drivers* listed as TBA, must be finalised by the *Competitor* by the specified *Entry* closing date. The *Organiser* may withdraw any *Entry* that remains incomplete after this deadline.

10.1.6 An *Entry* is strictly non-transferable and may not be sold, assigned or otherwise transferred. All withdrawal requests must be submitted to, and will be administered by the *CA*. The *Organiser* reserves the right to withdraw any entry found to have been sold, assigned or transferred, or submitted on behalf of a different *Competitor* without prior written approval.

10.2 Waitlisted Entries

10.2.1 If the number of entries received for the *Event* exceeds 72, further valid entries will be placed on a waiting list, in the order in which they were received.

10.2.2 The *CA* will advise the *Competitor* in writing, if their *Entry* has been placed on the waiting list.

10.2.3 The *CA* reserves the right to give priority to waitlisted entries at its sole discretion.

10.2.4 If an *Entry* becomes available, the *CA* may, at their sole discretion, contact a waitlisted *Competitor* to confirm their availability by a specified deadline.

10.2.4.1 The *Competitor* must respond by written notification on or prior to the specified deadline and make payment of the applicable *Entry Fee* for the *Entry* to be accepted.

10.2.4.2 If the *Competitor* is unavailable, declines the offer, or fails to respond or make payment of the *Entry Fee* by the specified deadline, the *CA*, at its sole discretion will offer the *Entry* to the next waitlisted *Competitor*.

10.2.5 The *CA* may, at their sole discretion, accept a waitlisted entry up until the completion of Practice 3, provided that the *Automobile* and all *Drivers* are onsite, the *Entry* is otherwise valid and complete, and the *Competitor* is ready to fill the available place.

10.3 Team Manager

10.3.1 Each *Competitor* must nominate a *Team Manager* via the official *Entry Form*. Any changes to this nomination must be finalised by the *Competitor* by the specified *Entry* closing date. The nomination must include the *Team Manager's* name, mobile phone number and email address.

10.3.2 The nominated *Team Manager* cannot be a *Driver* entered in any *Automobile* in the *B6HR*.

10.4 Driver/Team Manager Briefing

10.4.1 Each *Driver* and nominated *Team Manager* must attend the compulsory *Driver/Team Manager* briefing.

10.4.2 The time and location of this briefing will be detailed in the *Supplementary Regulations*.

10.4.3 The attendance sheet must be signed by each *Driver* and each *Team Manager* to confirm attendance.

10.4.4 Other compulsory *Driver/Team Manager* briefings may be convened as required and will be advised to each *Competitor* accordingly.

10.5 Refuelling Briefing

10.5.1 The *Team Manager* and the 4 refuelling personnel nominated for each *Automobile* as listed below must attend the compulsory refuelling briefing.

- 10.5.1.1 Refueller
- 10.5.1.2 Fuel Rig Emergency Cut-Off Attendant
- 10.5.1.3 Hose Attendant
- 10.5.1.4 Fire Attendant

10.5.2 The time and location of this briefing will be detailed in the *Supplementary Regulations*.

10.5.3 The attendance sheet must be signed by each of the 4 refuelling personnel and each *Team Manager* to confirm attendance.

10.5.4 Other compulsory refuelling briefings may be convened as required and will be advised to each *Competitor* accordingly.

10.6 Practice and Qualifying

10.6.1 Prior to the commencement of each practice and qualifying session, each *Automobile* must be positioned in its *Pit Bay* at an angle of 45 degrees with the front of the *Automobile* facing the *Fast Lane* and pointing towards the exit of the *Pit Lane*.

10.6.2 At the commencement or re-commencement of a practice or qualifying session:

- 10.6.2.1 an *Automobile* must remain in its *Pit Bay* until the exit of the *Pit Lane* is open by illumination of the green light.

- 10.6.2.2 all *Automobiles* must leave in *Pit Garage* order, commencing with Garage 1, unless otherwise advised on *RMC*.

- 10.6.2.3 where an *Automobile* will not leave its *Pit Bay* per 10.6.2.1 and 10.6.2.2, the Car Controller must stand in front of the *Automobile* with one arm raised. That *Automobile* must remain in its *Pit Bay* until all *Automobiles* positioned behind it have passed in the *Fast Lane*.

- 10.6.2.4 an *Automobile* that leaves its *Pit Bay* before the light at the exit of the *Pit Lane* is green may be reported to the Stewards.

10.6.3 Except as required in 10.6.4, during each practice and qualifying session, each *Automobile* that is parked in *Pit Lane* must be in its allocated *Pit Bay* parallel to the *Fast Lane*.

10.6.4 If a practice or qualifying session is stopped (red flagged), unless otherwise advised by the *RD* via the *RMC*, each *Automobile* must park nose-in on a 45-degree angle in its designated *Pit Bay* until the exit of the *Pit Lane* is open to recommence the session.

- 10.6.4.1 Except for an *Automobile* that had already entered the *Pit Lane* before the red flag signal was displayed, refuelling is prohibited under red flag conditions,.

- 10.6.4.2 When leaving its *Pit Bay*, each *Automobile* must be pushed backwards into the *Fast Lane* by a maximum of 4 pit crew members.

10.6.5 An *Automobile* that short-cuts the *Track*, including by travelling from Turn 11 to Turn 13 on *Drivers'* left, will have the relevant lap time deleted for each breach.

10.6.6 Any *Driver* that causes a red flag to be displayed during a qualifying session will have their fastest lap time for that session at the time that the red flag was displayed deleted. The *Driver* that caused the red flag to be displayed may continue if the session recommences.

10.6.7 With exception of re-joining the *Track*, an *Automobile* is prohibited to leave *Pit Lane* during a qualifying session without the approval of the *TD*.

10.6.8 Any *Automobile* that is found to be in breach of Regulation 10.6.7, will be prohibited from re-joining the qualifying session and a penalty of *Disqualification* from that qualifying session may be imposed.

10.6.9 With the approval of the Stewards, any *Automobile* disqualified from a qualifying session will start from the rear of the *Grid*, in the order of the *Final Classification* from Practice 4, from fastest to slowest.

10.6.10 At the conclusion of the qualifying sessions, the fastest 3 *Automobiles* may be required to attend television interviews. Any such *Automobile* will be under *Parc Fermé* conditions.

10.7 Race

10.7.1 During the race, each *Automobile* is permitted to park parallel to *Pit Lane* whilst stopped/pitted in its designated *Pit Bay*.

10.7.2 An *Automobile* that short-cuts the *Track*, including by travelling from Turn 11 to Turn 13 on *Drivers'* left, will be referred to the Stewards.

10.8 Race Finish

10.8.1 Unless advised otherwise in *Event* regulations or over *RMC*, the chequered flag signalling the end of the race will be displayed to the leading *Automobile* on the first full lap completed after 1743 AEDT.

10.8.2 If the leading *Automobile* is not on the *Track* at the scheduled finish time, the chequered flag will be displayed to the next highest classified *Automobile* on the *Track*.

10.8.3 When determining the results, the *CRSR* requirement for an *Automobile* to complete at least 75% of the number of laps completed by the winner to be classified as a finisher will not apply.

10.8.4 There will be no cool-down lap. After taking the chequered flag, each *Automobile* must exit the *Track* via the gate on Mountain Straight after Turn 1.

10.8.5 Except as permitted in 10.8.6, each *Automobile* that completes the race must proceed directly to the *Parc Fermé* area. Any breach of this Article may result in a penalty of *Disqualification* from the race.

10.8.6 An *Automobile/s* may be directed to the podium or another location for media purposes. Each such *Automobile* will remain under *Parc Fermé* conditions.

10.8.7 A *Team* member must remain with each *Automobile* at all times while it is under *Parc Fermé* conditions.

10.9 Safety Car Procedure

10.9.1 The Safety Car may be deployed to neutralise the race in accordance with the *CRSR*.

10.10 Suspending the Race

10.10.1 Any suspension of the race will be conducted in accordance with the *CRSR*.

10.11 Paddock

10.11.1 Where possible, each *Automobile* will be allocated a maximum 4 m x 20 m space to park 1 semi-trailer transporter (with prime mover) or equivalent transporter in the inner *Paddock*.

10.11.2 Any *Team* that wishes to park a B-double transporter in the *Paddock*, must gain approval from the *CA* prior to the closing date of entries, as listed in the *Supplementary Regulations*.

10.11.3 Individual *Team* requests will be considered however there is no right to be allocated a specific area.

10.11.4 Each *Team's* allocated area may only be used for that *Team's* transporters or containers. No part of the inner *Paddock* may be fenced, barricaded, roped off, marked or used for the placement of any structure without the prior approval of the *CA* or B6HR Paddock Manager.

10.11.5 Unless otherwise approved by the *CA* or Paddock Manager, road vehicles are prohibited from parking in the *Paddock*. Any unauthorised vehicle may be removed or towed at the owner's expense.

10.11.6 Any small trailer that cannot be accommodated within the *Team's* allocated area must be parked in the designated trailer parking area, as directed by the *CA* or *Paddock Manager*.

10.11.7 Camping is prohibited in the inner *Paddock* at any time, including in a motorhome or caravan.

10.11.8 Each *Competitor* must ensure that during the *Event*:

10.11.8.1 Any relevant safety aspect of its *Team's* working processes is fulfilled and observed;

10.11.8.2 Their allocated garage area is clean and tidy, and;

10.11.8.3 Any hazardous liquid that is spilt is cleaned up immediately and disposed of in an appropriate manner.

10.12 *Pit Garage*

10.12.1 A standard *Pit Garage* is defined as an area measuring 4 m x 15 m, being half of a full 8 m x 15 m garage.

10.12.2 *Pit Garage* allocation will be at the sole discretion of the CA with 2 *Automobiles* normally allocated to each standard *Pit Garage*.

10.12.3 *Teams* sharing a *Pit Garage* are requested to work together to ensure a mutually agreed layout is obtained, including the location of pit stop equipment.

10.12.4 Following the close of entries, a limited number of full *Pit Garages* may be available for sole use by 1 *Automobile*. Any *Competitor* requesting and receiving a sole-use full *Pit Garage* will be invoiced an additional charge.

10.12.5 *Pit Garage* allocations may be amended by the CA at any time prior to Friday of the *Event* week and, thereafter, in exceptional circumstances.

10.12.6 Unless otherwise approved by the TD, a *Pit Garage* may only be used for an *Automobile* entered in the B6HR. For clarity, any support category *Automobile* is prohibited in a *Pit Garage*, including where the *Competitor* of that *Automobile* also has an *Automobile* entered in the B6HR.

10.12.7 At all times during the *Event*, the rear roller door of each *Pit Garage* facing the *Paddock* must remain fully open. Any pit walling must not completely obstruct the rear of the *Pit Garage* and must maintain a continuous opening of at least 3 m.

10.12.8 The area immediately behind the *Pit Garages* is designated as an Emergency Clearway Access Zone and must remain clear at all times. *Competitors* must not store equipment, position display vehicles or use this area for any other purpose.

10.12.9 Fire alarm detectors, sirens and associated fire safety equipment within a *Pit Garage* must not be tampered with. Any breach may be referred to Bathurst Regional Council for action under the applicable building and/or fire legislation. The *Competitor* responsible will also be liable for the cost of repairing or replacing any affected equipment.

10.12.10 The use of any gas heater within a *Pit Garage* is prohibited.

10.12.11 At all times, each *Competitor* must comply with the applicable Dangerous Goods legislation governing the storage and handling of hazardous substances, together with the Work Health and Safety legislation applicable in New South Wales.

10.12.12 The use of any spark-generating device, including a grinder or welder, within a *Pit Garage* is prohibited.

10.12.13 Any repair requiring the use of a spark-generating device must be carried out at the TAFE Repair Centre.

10.12.14 Subject to any applicable law, non-essential personnel, including sponsors, family members and *Team* guests, are prohibited from accessing the front 50% of a *Pit Garage* during any *Track* session.

10.12.15 During any *Track* session in which refuelling is permitted, non-essential personnel are prohibited from remaining in a *Pit Garage* unless they are positioned in an area adequately protected against fire.

10.12.16 Each *Team* must comply at all times with the requirements of its applicable Workplace Health and Safety Policy.

10.13 Pit Lane

10.13.1 No person under 16 years of age is permitted in *Pit Lane*.

10.13.2 The use of a pit boom is prohibited at this *Event*.

10.13.3 The *Prescribed Line* referred to in these Sporting Regulations will be a line 1 metre from the pit building marked by an orange painted line in *Pit Lane* parallel to the front of the *Pit Garage*.

10.13.4 During each *Track* session, all equipment associated with an *Automobile* must be kept as close as possible to the *Automobile's* designated *Pit Bay* and must not encroach on the *Fast Lane*. After each session all equipment must be removed from the *Pit Lane*.

10.14 Removal of Automobile from the Precinct

Following the commencement of Initial Scrutineering at the *Event*, an *Automobile* may not be removed from the *Precinct* during the *Event* without the prior approval of the *TD*.

10.15 Radio Communication to/from Automobile

10.15.1 At least 1 *Team* member must be in direct radio communication with the *Driver* whilst the *Driver* is in the *Automobile*.

10.15.2 During each *Track* session, the *Team* member in direct radio communication with the *Driver* must be in the *Pit Lane* in the vicinity of the *Drivers* designated *Pit Bay*.

10.15.3 Direct communication between competing *Automobiles/Drivers* is prohibited.

10.15.4 It is the responsibility of the *Competitor* to ensure all required radio frequency licences and permits are obtained and remain valid throughout the *Event*.

10.16 Race Management Channel (RMC)

10.16.1 Relevant information will be relayed to *Teams* during each *Track* session using the *RMC*.

10.16.2 It is the *Competitor's* responsibility to assign 1 *Team* member for each *Automobile* to monitor *RMC* from 10 minutes prior to the scheduled commencement of each *Track* session, until 10 minutes after its completion.

10.16.3 Each message received on the *RMC* must be relayed to the *Driver*.

10.16.4 Any message broadcast over the *RMC* will have regulatory effect.

10.16.5 The radio channel for *RMC* must be set as "listen only" and broadcast by a *Team* member is prohibited.

10.16.6 *RMC* frequency will be Analog 507.3875 MHz with CTCSS of 127.3.

10.17 Electronic Communications

10.17.1 Each *Automobile* will be allocated a unique email address, which will be communicated to each *Team Manager* prior to the *Event*.

10.17.2 Each *Competitor* must nominate a *Team* member to monitor the Race Control email system before, during and after each *Track* session.

10.17.3 Each *Team* must provide a personal computer for use in its *Pit Garage*. Connection to the Race Control communication system requires an ethernet patch lead compatible with the ADSL socket provided in the *Pit Garage*.

10.17.4 Each computer must have current and operational antivirus, anti-spyware and anti-malware software installed.

10.17.5 Each *Team Manager* must reply to the test email sent by the Secretary of the *Event* by the deadline as specified in the *Supplementary Regulations*.

10.17.6 The following email addresses will be used before and during the *Event*:

10.17.6.1 Category Administrator (CA): motorsport@bathurst6hour.com.au

- 10.17.6.2 Secretary of the Event: secretary@bathurst6hour.com.au
- 10.17.6.3 Technical Delegate (TD): tech@bathurst6hour.com.au
- 10.17.6.4 Media Manager: media@bathurst6hour.com.au
- 10.17.6.5 IT Manager: it@event.bathurst6hour.com.au

10.17.7 The following additional email addresses will be used during the *Event* only:

- 10.17.7.1 Race Director/Clerk of the Course: race-control@event.bathurst6hour.com.au
- 10.17.7.2 Timing: timing@event.bathurst6hour.com.au

10.18 Driving Time

- 10.18.1 Driving time for each *Driver* starting the race will be measured from the commencement of the formation lap until the last time that *Driver* crosses the timing line at the entry of the *Pit Lane* before leaving the *Automobile*.
- 10.18.2 For each subsequent driving period, driving time will be measured from the time the *Driver* first crosses the timing line at the exit of the *Pit Lane* when joining the *Track* until the last time that *Driver* crosses the timing line at the entry of the *Pit Lane* before leaving the *Automobile*, or until the scheduled race duration of 6 hours expires.
- 10.18.3 The maximum continuous driving time for each *Driver* during the race is 3 hours.
- 10.18.4 Each *Driver* must complete a minimum rest period of 1 hour between driving periods during the race, regardless of the duration of the preceding driving period.
- 10.18.5 The maximum cumulative driving time for each *Driver* during the race is 3.5 hours.
- 10.18.6 If an *Automobile* remains stationary in its *Pit Garage* for a continuous period exceeding 1 hour, the relevant *Driver* will be deemed to have satisfied the minimum rest period.
- 10.18.7 Any breach of Articles 10.18.3, 10.18.4 or 10.18.5 will be reported to the Stewards.

11. SCRUTINEERING

11.1 General

- 11.1.1 Each *Automobile* must be presented for scrutineering at the appropriate times, in a complete and finished state and in 'ready to race' condition, including each marking and *Seal* in accordance with these regulations.

NOTE: *The presentation by the Competitor of their Automobile for scrutineering will be deemed an implicit statement of conformity with the Rules.*

11.2 Scrutineering and Technical Checks

- 11.2.1 Before and, as required, during or after the *Event*, each *Automobile* will be inspected by the *TD* or their nominee. Any *Automobile* or part of an *Automobile* can be selected at any time by the *TD* or if requested, by the Stewards for a further examination, including examination outside of the *Event*.
- 11.2.2 The *TD* or their nominee is entitled to check any aspect of an *Automobile* at any time during the *Event* without question or explanation.
- 11.2.3 Each *Competitor* and *Driver* must at all times follow any instruction of the *TD* or their nominee regarding the checking and re-inspection of their *Automobile*.
- 11.2.4 *Automobile* safety equipment must be shown to the *TD* or their nominee for technical and visual examination during the stated inspection period/s.
- 11.2.5 Any *Automobile* provided with permission to leave the *Precinct* must be presented again to the *TD* before taking any further part in the *Competition*. It is the *Competitor's* responsibility to present the *Automobile* to the *TD*.

11.3 Initial Scrutineering

11.3.1 Each *Automobile* must be checked and approved by the *TD* prior to the first *Track* session.

11.3.2 Each *Automobile* will be inspected, weighed and may have its fuel system capacity checked as a part of Initial Scrutineering.

NOTE: As per Motorsport Australia Definitions, racing weight is defined as “the weight of the *Automobile* during or immediately after a competition including the driver wearing all normal racing apparel including helmet. No materials, liquid or otherwise, may be added prior to weighing”.

11.3.3 Each *Competitor* and *Driver* must have completed and signed the Motorsport Australia Statement of Vehicle Compliance as part of their Entry Form prior to Initial Scrutineering.

11.3.4 The following documents must be presented at Initial Scrutineering:

11.3.4.1 The applicable Motorsport Australia Group 3E Recognition Document for the relevant make and model, as listed in the List of Eligible *Automobiles* in Attachment A;

11.3.4.2 Safety Cage Certificate

11.3.4.3 The *Automobile* log book.

11.3.5 Each *Automobile* must be presented for scrutineering with:

11.3.5.1 All items required under the Group 3E Series Production Car Technical Regulations and the applicable Motorsport Australia Group 3E Recognition Document fitted and in place;

11.3.5.2 Fuel cell installed and its expiry date readily accessible for inspection;

11.3.5.3 With all mandatory stickers (technical/safety/sponsors), and;

11.3.5.4 Without fuel.

11.3.6 Any non-compliance identified by the *TD* may result in a request for further checks at a nominated time. Failure by the *Competitor* to meet this requirement may result in the *Automobile* being prohibited access to any *Track* session.

11.3.7 Each *Automobile* will be issued with an approval sticker once it has successfully completed Initial Scrutineering.

11.3.8 An *Automobile* that does not display the scrutineering approval sticker or has not completed any further inspection required per 11.3.6, may be prohibited from participation in the *B6HR*.

11.4 Additional Scrutineering

11.4.1 Any *Automobile* that is approved to leave the *Precinct* in accordance with Article 11.2.5, must be presented to the *TD* for additional scrutineering upon returning to the *Precinct* before being permitted to take any further part in the remainder of the *Event*.

11.4.2 An *Automobile* that is involved in an incident during a *Track* session must be presented to the *TD* or their nominee for additional scrutineering immediately following the session and following any repairs before being permitted to take any further part in the remainder of the *Event*.

11.5 Apparel Checking

11.5.1 Each *Driver's* and *Team* member's safety equipment and apparel must be presented to the Scrutineers for technical and visual examination at the time advised by the *CA* for their *Automobile*.

11.5.2 Apparel to be checked includes all safety equipment for each Refuelling Team Member (helmet, overalls, gloves etc).

11.6 Parc Fermé

11.6.1 Unless otherwise advised by the *TD*, the location of *Parc Fermé* for the *B6HR* will be outside of the Scrutineering Bay.

- 11.6.2 At the conclusion of qualifying, each *Automobile*, including those remaining in *Pit Lane*, must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by an official) without returning to its *Pit Garage* and without interference from any third party (other than an official).
- 11.6.3 At the conclusion of the race, each *Automobile* classified as a finisher must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by officials) without returning to its *Pit Garage* and without interference from any third party (other than an official).
- 11.6.4 An *Automobile* (or any component thereof) may not leave the *Parc Fermé* area without the approval of the *TD* or their nominee.
- 11.6.5 The *TD* or their nominees are responsible for the operation of *Parc Fermé* and are the only officials authorised to provide instructions to a *Competitor* and/or *Driver* in this respect.
- 11.6.6 At the direction of the *TD* or their nominee, a maximum of 1 *Team* member per *Automobile* are permitted to enter the *Parc Fermé* area only to:
 - 11.6.6.1 Deliver and/or collect their *Automobile* after a *Track* session;
 - 11.6.6.2 Remove all hired timing equipment at the conclusion of the race.
 - 11.6.6.3 Remove a judicial camera memory card or storage device under the supervision of the *TD* or their nominee.
- 11.6.7 Once each *Team* member has finished their respective task/s, they must vacate the *Parc Fermé* area immediately.

12. TYRES

- 12.1.1 Only Hankook Z221 R Spec *Control Tyres* supplied and fitted by the following *Control Tyre Supplier* are permitted to be used:

Gary's Motorsport Tyres

14 Holbeche Road, ARNDELL PARK NSW 2148

Ph: +61 (0) 418 968 613

E: garydunlop@ozemail.com.au

- 12.1.2 Each *Competitor* must contact the *Control Tyre Supplier* and submit their tyre order form by the deadline advised by the CA. Failure to do this may result in no tyres being available for the *Competitor*.
- 12.1.3 The *Control Tyre Supplier* will be available at the *Precinct* for fitment of tyres from Wednesday of the *Event* week.
- 12.1.4 A minimum of 8 new *Control Tyres* must be ordered from the *Control Tyre Supplier* as listed in 12.1.1.
- 12.1.5 Unless stated otherwise in the regulations for the *Event*, a maximum of 24 *Control Tyres* will be marked/scanned for each *Automobile* for the duration of the *B6HR*. These marked/scanned *Control Tyres* are the only tyres permitted to be used on that *Automobile* during any practice session, qualifying session or race at the *B6HR*.
- 12.1.6 If an *Automobile* is 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.

- 12.1.7 Unless otherwise approved by the CA, each *Control Tyre* may only be allocated to a single *Automobile* and must be exclusively used on that *Automobile*.
- 12.1.8 Each *Competitor* is responsible for ensuring that each *Control Tyre* is marked/scanned as appropriate at all times. If a *Control Tyre* is not marked/scanned for any reason, or the markings become illegible, each *Competitor* must advise the *TD* (or nominee) immediately.
- 12.1.9 With the exception of wear resulting from normal usage, each tyre must remain unmodified.

12.1.10 During the *Event* it is prohibited to:

- 12.1.10.1 Apply any modification or treatment including any cutting, grooving, application of water, chemical treatment, solvent or softener to a tyre.
- 12.1.10.2 Use any heat retaining and/or cooling device to pre-heat or cool a tyre.
- 12.1.10.3 Artificially heat a tyre, including but not limited to using a heating device, heat retention device, chemical treatment, positioning a tyre in the vicinity of the *Automobile's* exhaust system whilst the *Automobile* is running, or any other process which artificially increases or preserves the surface temperature of a tyre and/or the temperature of the air inside a tyre.

NOTE: *It is permitted to use natural sunlight to heat a tyre.*

- 12.1.10.4 Use any device that automatically controls or changes the pressure of a tyre.

12.1.11 During the *Event* it is permitted to:

- 12.1.11.1 Fit a device that solely monitors tyre conditions (e.g. pressure and/or temperature).

12.1.12 Tyre pressure may be increased to a maximum of 26 psi or 179.2 kPa during any ride height check.

12.1.13 If an *Automobile* is found to have used more than its allocated number of *Control Tyres*, the matter will be referred to the Stewards.

12.1.14 If an *Automobile* is found to have been running on a tyre that has not been marked/scanned as required, the matter will be referred to the Stewards.

NOTE: *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.*

13. FUEL

13.1 General

13.1.1 For the duration of the *Event*, each *Automobile* is only permitted to use 98 Octane Premium Unleaded fuel as supplied by the *Control Fuel Supplier* nominated below:

RaceFuels

37-41 Mark Anthony Dr,
Dandenong South VIC 3175
E: info@racefuels.com.au

13.1.2 Each *Competitor* must contact the *Control Fuel Supplier* and submit their Fuel order form by the deadline advised by the CA. Failure to do this may result in no fuel being available for such *Competitor*.

13.1.3 With the exception of ambient atmospheric air and the specified fuel detailed, no other substance may be added to the intake charge of the engine.

13.1.4 Fuel will only be supplied to each *Competitor* in sealed 200-litre drums. Each *Competitor* must provide a hand pump suitable for transferring fuel from the drum to any overhead refuelling rig.

13.2 Fuel Storage

13.2.1 For the duration of the *Event*, fuel may only be stored or transferred into another storage vessel or an *Automobile* where the fuel temperature is within 10°C of the ambient temperature.

13.2.2 The maximum quantity of fuel permitted to be stored in any standard *Pit Garage*, as referred to in Article 10.12.1, is 200 litres at any time, regardless of whether 1 or 2 *Automobiles* are allocated to that garage.

For the avoidance of doubt:

13.2.2.1 If 1 or 2 *Automobiles* are allocated to a standard 4 m × 15 m garage, no more than 1 sealed 200 litre drum of fuel may be stored in that garage at any time; and

13.2.2.2 Where 1 *Automobile* is allocated to a full 8 m × 15 m garage, no more than 1 sealed 200 litre drum of fuel may be stored in that garage at any time.

13.2.3 An overhead refuelling rig must not be used for the storage of fuel and may only contain fuel for the sole purpose of refuelling an *Automobile*.

13.3 Refuelling

13.3.1 During any practice session or the race, refuelling of an *Automobile* may only be carried out in the *Pit Lane* and must comply with the Circuit Race Appendix – Refuelling in *Pit Lane* – Part 1 of the Motorsport Australia Manual.

13.3.2 Refuelling is prohibited at any time during any qualifying session.

13.3.3 When refuelling/defueling or undertaking any activity with fuel, including the filling or emptying an overhead refuelling rig in the *Pit Lane*, all personnel must be fully attired as per Technical Appendix, Schedule D of the Motorsport Australia Manual.

13.3.4 During any fuel transfer (*Automobile* to container, container to *Automobile*, container to container, container to overhead refuelling rig, overhead refuelling rig to container, overhead refuelling rig to *Automobile* etc), each *Competitor* must comply with the following procedure:

13.3.4.1 All personnel involved in the transfer or within 1 metre of the refuelling fittings, must be fully attired as per Technical Appendix, Schedule D of the Motorsport Australia Manual.

13.3.4.2 At least 1 crew member must be designated as a fire attendant and in possession of at least 1 x 4.5 kg dry powder fire extinguisher

13.3.4.3 The designated fire attendant must not perform any other task during the refuelling procedure.

13.4 Overhead Refuelling Rig (ORR)

13.4.1 An ORR complying with Circuit Race Appendix – Refuelling in *Pit Lane* – Part 1 of the Motorsport Australia Manual must be used.

13.4.2 The ORR must;

13.4.2.1 Only be positioned in *Pit Lane* and used during the nominated *Track* sessions referred to in Article 13.3.1.

13.4.2.2 Not be moved from the commencement of the race until its completion without the prior approval of the *TD* or their nominee.

13.4.2.3 Be emptied and stored within the *Pit Garage* when not in use;

13.4.2.4 Not contain fuel at any time whilst being moved;

13.4.2.5 Not be used to refuel an *Automobile* outside the nominated *Track* sessions referred to in Article 13.3.1.

13.4.3 Each *Pit Garage* is fitted with 2 earthing points, identified by a green square plate marked “Equipotential Bond Point”. These are the only permitted earthing points for an ORR. Each *Team Manager* is responsible for ensuring that their ORR is correctly connected to an approved earthing point.

13.4.4 Each ORR must be suitably restrained to the pit building structure. The method of restraint is subject to the approval of the Chief Scrutineer or their nominee. Drilling into the concrete floor or any part of the garage structure is prohibited.

- 13.4.5 Each *ORR* must be fitted with a fuel flow restrictor in the refuelling hose, positioned within 150 mm of the dry-break coupling, through which all fuel transferred to the *Automobile* must pass. The restrictor must comply with the drawing in Attachment C, that is:
- 13.4.5.1 Be 75 mm in length;
 - 13.4.5.2 Be circular in cross-section;
 - 13.4.5.3 Have a maximum internal diameter of 32 mm, maintained for a distance of 3 mm; and
 - 13.4.5.4 Have a minimum internal diameter of 44 mm on each side of the restriction, maintained for a distance of 36 mm.
- 13.4.6 Each *Team's ORR* will be inspected in its operational configuration in *Pit Lane* at a time specified in the Further *Supplementary Regulations*.
- 13.4.7 Any fuel spillage occurring while filling an *ORR* or refuelling an *Automobile* must be reported immediately to the *Pit Lane* marshals so that the spillage can be contained and neutralised.
- 13.4.7.1 Any breach of Article 13.4.7 will be referred to the Stewards.

13.5 Fire Extinguishers

- 13.5.1 Each *Competitor* must provide, for each *Automobile*, 2 current, tagged and fully operational dry chemical powder fire extinguishers, each with a minimum capacity of 4.5 kg. The use of 9 kg extinguishers is strongly recommended.
- NOTE:** For the avoidance of doubt, 1 × 9 kg fire extinguisher is not an acceptable substitute for the required 2 fire extinguishers.
- 13.5.2 Fire extinguishers will be inspected in the *Pit Lane* at a time specified in the Further *Supplementary Regulations*.

14. PIT STOP PROCEDURES

14.1 Stopping in the *Pit Bay*

- 14.1.1 When an *Automobile* is approaching its *Pit Bay*:
- 14.1.1.1 Personnel must not hold a panel in the *Working Lane* or stand behind a stationary panel;
 - 14.1.1.2 A lollipop or panel must not be fixed to, or displayed from, the pit wall towards *Pit Lane*; and
 - 14.1.1.3 Personnel may use a lollipop from within the *Working Lane* to guide the *Automobile* into its *Pit Bay*.

14.2 Car Controller

- 14.2.1 While an *Automobile* is stationary in its *Pit Bay*, it must remain under the control of a designated Car Controller. The Car Controller is solely responsible for holding the *Automobile* until all permitted work is completed and for releasing it safely into the *Fast Lane*.
- 14.2.2 The Car Controller must remain positioned at the front of the *Automobile* and in clear view of the *Driver*.
- 14.2.3 The Car Controller must not perform any other function during the pit stop and will not be included in any limitation on the number of personnel permitted to assist with a pit stop.
- 14.2.4 For each pit stop, the Car Controller may enter the *Working Lane* and take up position no earlier than 1 lap before the *Automobile* crosses the designated timing loop at the entry of the *Pit Lane* and must be behind the *Prescribed Line* before the *Automobile* crosses the designated timing loop at the exit of the *Pit Lane*.
- 14.2.5 Where refuelling is permitted during a *Track* session, the Car Controller must be attired in accordance with the requirements applicable to a Refueller.

14.3 Pushing an Automobile

- 14.3.1 If an *Automobile* stops in the *Pit Lane* before reaching, or passes, its designated *Pit Bay*, it may be pushed forward or backwards to its *Pit Bay*.
- 14.3.2 Before rejoining the *Track*, the *Automobile* must restart by its own means without outside assistance, including the use of a jumper pack.
- 14.3.3 If an *Automobile* is unable to restart at the completion of refuelling, a maximum of 4 members of its pit crew may push the *Automobile* in or out of its *Pit Garage*. Once the *Automobile* has been restarted, it may rejoin the race.

14.4 Driver Change

- 14.4.1 A *Driver* change may be carried out at any time during a pit stop.
- 14.4.2 A nominated Driver Assistant may assist with a *Driver* change. If the Driver Assistant performs any permitted duty (refer 14.4.3) while the *Automobile* is being refuelled, they must be attired in accordance with the requirements applicable to a Refueller.
- 14.4.3 The incoming *Driver*, outgoing *Driver* and/or nominated Driver Assistant may perform the following duties:
 - 14.4.3.1 Any action associated with a *Driver* hydration device;
 - 14.4.3.2 Disconnecting and/or reconnecting the *Driver's* window net;
 - 14.4.3.3 Unfastening and/or fastening the *Driver's* seat belts;
 - 14.4.3.4 Adjusting the steering column;
 - 14.4.3.5 Removing and/or reinstalling the steering wheel;
 - 14.4.3.6 Disconnecting and/or reconnecting any helmet communication system plug;
 - 14.4.3.7 Disconnecting and/or reconnecting the *Driver's* cool suit leads;
 - 14.4.3.8 Removing and/or reinstalling a booster seat infill piece; and
 - 14.4.3.9 Any other task directly related to *Driver* apparel or equipment that assists in the completion of a *Driver* change.
- 14.4.4 The incoming *Driver*, outgoing *Driver* and nominated Driver Assistant must not refill the *Driver's* cool suit container. This task must be carried out by a General Pit Crew member.
- 14.4.5 If the *Driver* remains in the *Automobile* during refuelling and/or servicing, a Driver Assistant must not be used. In this case, any task relating to the *Driver* must be carried out by a General Pit Crew member.

14.5 Pit Stop Activities

- 14.5.1 A pit stop may comprise only the following activities:
 - 14.5.1.1 *Driver* Change;
 - 14.5.1.2 Refuelling; and/or
 - 14.5.1.3 Servicing.
- 14.5.2 All crew, except the Car Controller, and equipment must remain behind the *Prescribed Line* until the *Automobile* is stopped in its *Pit Bay*. An activity will be deemed to have commenced when any personnel or equipment associated with that activity crosses the *Prescribed Line*.
- 14.5.3 Except for the Car Controller, wheel chock and *ORR*, all personnel and equipment associated with an activity must be behind the *Prescribed Line* before that activity is deemed complete. Only after completion of an activity may another activity commence or the Car Controller release the *Automobile*.
- 14.5.4 The *ORR* and any equipment attached to it are not required to be behind the *Prescribed Line* before or after a pit stop and will not be considered when determining whether a pit stop activity has commenced or been completed.

- 14.5.5 Personnel who pass or move tools or components from the *Pit Garage* across the *Prescribed Line* into the *Pit Lane* will be deemed to have crossed the *Prescribed Line*.
- 14.5.6 Personnel receiving tools or components passed or rolled from the *Pit Lane* across the *Prescribed Line* into the *Pit Garage* will not be deemed to have crossed the *Prescribed Line*.
- 14.5.7 During a pit stop:
- 14.5.7.1 Any fuelling must be completed before servicing commences. Refuelling and servicing must not be carried out simultaneously.
 - 14.5.7.2 The *Automobile's* engine may remain running or be switched off during a pit stop, except during refuelling when the engine must be switched off.
 - 14.5.7.3 A wheel chock may be used solely to prevent the *Automobile* from rolling and must be suitably restrained. For the purpose of this regulation, a wheel chock must be a commercially available wheel chock, or an item designed and used solely for that purpose. A tool or any item with another primary purpose, including a hammer or powered tool, must not be used. The preferred method of restraint is by rope, allowing the chock to be removed from behind the *Prescribed Line*.
 - 14.5.7.4 All equipment associated with an *Automobile* must remain within that *Automobile's Pit Bay* or *Pit Garage*.
 - 14.5.7.5 On-board jacking systems are prohibited. An *Automobile* may only be raised using 1 commercially available standard trolley jack, and only 1 jack per *Automobile* may be positioned across the *Prescribed Line* at any time.
 - 14.5.7.6 A maximum of 2 powered tools may be used to loosen or tighten wheel nuts.
 - 14.5.7.7 Only 1 side, the front, or the rear of the *Automobile* may be raised at any time. A minimum of 2 tyres must remain in contact with the ground.
 - 14.5.7.8 A brake pad change may be carried out in conjunction with a wheel-changing operation. A brake pad change is not mandatory during the race.
- 14.5.8 An *Automobile* that drives over any equipment or personnel may be referred to the Stewards for the imposition of a penalty.
- 14.6 Refuelling Personnel**
- 14.6.1 During refuelling, a maximum of 5 personnel may assist. Their duties are restricted to those specified below, and they must not perform any other task during the refuelling activity.
- 14.6.1.1 **Refueller (x1):** The Refueller must only handle and operate the refuelling hose and nozzle for the duration of the refuelling activity.
 - 14.6.1.2 **Fuel Rig Emergency Cut-Off Attendant (x1):** The Fuel Rig Emergency Cut-Off Attendant must operate the refuelling rig valve and may hold it open only during the refuelling activity.
 - 14.6.1.3 **Fire Attendant (x1):** The Fire Attendant must remain ready and positioned behind the *Automobile*, with an operational fire extinguisher having a minimum capacity of 4.5 kg.
 - 14.6.1.4 **Hose Attendant (x1):** The Hose Attendant may support or hold the refuelling hose over the rear of the *Automobile*.
 - 14.6.1.5 **General Pit Crew (x1):** The General Pit Crew member may only cross the *Prescribed Line* to:
 - 14.6.1.5.1 Assist the Refueller with accessing the refuelling point, including opening the boot where required;
- 14.6.2 The diagram shown in Attachment D is provided as a guide to the positioning of refuelling personnel.

14.7 Servicing Personnel

- 14.7.1 During servicing, a maximum of 4 personnel may assist. Their duties are restricted to those specified below:
- 14.7.1.1 **Wheel/Tyre Changers (x2):** The Wheel/Tyre Changers must carry out any required wheel or tyre change, including any associated work, before undertaking any other servicing task.
 - 14.7.1.2 **General Pit Crew (x2):** The General Pit Crew members may perform any task associated with servicing the *Automobile*, including assisting the Wheel/Tyre Changers. The General Pit Crew may also assist the *Driver* where the *Driver* remains in the *Automobile*, including changing a drink bottle or refilling the cool suit.
- 14.7.2 Any adjustment to, or inspection of tyres by a *Team* member may only be carried out after refuelling has been completed and the servicing activity has commenced.
- 14.7.3 The diagram shown in Attachment E is provided as a guide to the positioning of personnel.

14.8 Additional Personnel

- 14.8.1 The following personnel are not included in the permitted Refuelling or Servicing personnel limits:
- 14.8.1.1 1 *Team* member for the sole purpose of downloading data;
 - 14.8.1.2 The nominated Driver Assistant;
 - 14.8.1.3 Official TV Broadcast Crew; and
 - 14.8.1.4 Official Tyre Technicians.

14.9 Major Repairs

- 14.9.1 During the race, any *Automobile* requiring servicing or repairs expected to exceed 10 minutes must be moved into its *Pit Garage*. Once the *Automobile* is inside the *Pit Garage*, there is no restriction on the number of personnel permitted to service or repair the *Automobile*.
- 14.9.2 If an *Automobile* requires repairs that cannot be carried out in its *Pit Garage*, it may, with the prior approval of the *TD* or their nominee, be moved to the TAFE Repair Centre for those repairs.
- 14.9.2.1 Once the repairs are completed, the *Automobile* must be returned to its allocated *Pit Garage* before rejoining the *Track*.
 - 14.9.2.2 The removal and return of the *Automobile* must be carried out under the supervision of, and in accordance with the instructions of, the *TD* or their nominee.
- 14.9.3 Except as permitted under Article 14.9.2, any repairs carried out on an *Automobile* outside of the *Pit Lane* must be performed by the *Driver* alone, using only tools and parts carried in the *Automobile*. Advice to the *Driver* by voice or electronic means is permitted.
- 14.9.4 Except as permitted under Article 14.9.2, the replenishment of oil or water outside of the *Pit Lane* is prohibited.
- 14.9.5 An *Automobile* that stops on the *Circuit* and is returned by officials to the Scrutineering Bay or TAFE Repair Centre may:
- 14.9.5.1 Undergo repairs in the *Pit Garage* and/or TAFE Repair Centre before continuing in the session and/or race; or
 - 14.9.5.2 Withdraw from the *B6HR* by written notification to the Secretary of the Event.
- 14.9.6 Any *Automobile* that has left the *Pit Lane* for repairs must be inspected and approved by the *TD* or their nominee before rejoining the *Track*.

15. COMPULSORY PIT STOP (*CPS*)

15.1 General

15.1.1 The *CPS* procedure will be in accordance with the requirements of Article 14 and the following.

15.1.2 Each *Automobile* must complete the minimum number of *CPS* during the race as specified in the table below for its Class. Each of these *CPS* must be commenced within the *CPS* window.

CLASS	MINIMUM NUMBER OF <i>CPS</i>
X	6
A1	4
A2	4
B1	4
B2	3
C	3
D	3
E	3

15.1.3 Once an *Automobile* has completed the minimum required number of *CPS*, the minimum *CPS* time will no longer apply to any subsequent pit stop, whether for refuelling or servicing, and the *Pit Lane* transit time will be unrestricted.

15.1.4 The minimum *CPS* time permitted will be 90 seconds. This will be the time from when the *Automobile* triggers the designated timing loop at the entry of the *Pit Lane* until it triggers the designated timing loop at the exit of the *Pit Lane*.

15.1.5 The *CPS* window will open 30 minutes after the commencement of the race, and close after 330 minutes of the race has been completed.

15.1.6 A board will be shown at the starter's podium, and *Teams* will be notified over *RMC* to indicate when the *CPS* window opens and closes. This is for information only and the official timing will be the race time shown on the official timing screen.

15.1.7 Unless specified otherwise in the regulations for the *Event*, the commencement of the race will be the commencement of the formation lap for the purpose of determining the *CPS* window opening and closing per Article 15.1.5 and Article 15.1.6.

15.1.8 An *Automobile* will be deemed to have commenced a *CPS* when the *Automobile* triggers the designated timing loop at the entry of the *Pit Lane*.

15.1.9 An *Automobile* will be deemed to have completed a *CPS* when the *Automobile* triggers the designated timing loop at the exit of the *Pit Lane*.

15.1.10 Re-fuelling and/or servicing is permitted during a *CPS*.

15.1.11 A change of *Driver* is permitted during a *CPS*.

15.1.12 A maximum of 1 *CPS* may be completed by an *Automobile* during each Safety Car period.

15.1.13 A *CPS* may not be conducted whilst an *Automobile* is serving a *Pit Lane* penalty.

15.1.14 Penalties for breach of the *CPS* rules will apply as follows:

15.1.14.1 *Automobile* under the minimum *CPS* time: Referral to Stewards;

15.1.14.2 CPS not commenced during the CPS window: Referral to Stewards;

15.1.14.3 Failure to complete the required number of CPS: Referral to Stewards.

15.1.15 The Chief Timekeeper will be the sole Judge of Fact in regard to CPS time.

15.2 Discretionary Pit Stop (DPS)

15.2.1 Where a DPS is required, including for a flat tyre, mechanical issue or loose bodywork, the CPS requirements and any associated penalty will not apply.

15.2.2 Refuelling, a Driver change or servicing of the Automobile must not be carried out during a DPS.

15.2.3 Once the CPS Window has opened, any pit stop involving refuelling, a Driver change or servicing will count as a CPS until the Automobile has completed the minimum required number of CPS. All CPS requirements and associated penalties will apply to that pit stop.

15.2.4 Any breach of the DPS rules will be referred to the Stewards for determination of penalty.

16. AUTOMOBILE MARKINGS

16.1 General

16.1.1 Unless otherwise approved by the CA, each Automobile must comply with Technical Appendix, Schedule K of the Motorsport Australia Manual, and the Automobile Markings shown in Attachment F.

16.1.2 Any Automobile that is non-compliant with the above requirements may be stopped in the Pit Lane or prevented from further participation in the B6HR until compliant.

16.2 Signage Supplied by the CA

16.2.1 The CA will supply the following for each Automobile during administration checking at the Event:

16.2.1.1 1 set of B6HR Sponsor decals;

16.2.1.2 1 set of white side number panels (380 mm wide x 260 mm high) - to be positioned on each front side door, 10 mm to 20 mm from the leading edge of the front door.

16.2.1.3 1 set of competition numbers (300 mm wide x 180 mm high) and class letters (100 mm high)

16.2.1.4 1 set of dayglo competition numbers (150 mm high) and class letters (80 mm high) – to be positioned on the side of the windscreen opposite the Driver, 25 mm from the edge of the windscreen and 25 mm below the lower edge of the windscreen strip.

16.2.1.5 1 set of Motorsport Australia decals.

16.2.2 The competition number for each Automobile will be allocated at the sole discretion of the CA. A competition number may contain a maximum of 3 digits.

16.3 Signage to be Supplied by the Competitor

16.3.1 Driver name decals must be supplied by the Competitor. Each Driver's surname must be displayed on each rear side window in white "Helvetica Bold" lettering. The size of the lettering may be determined by the Competitor.

16.4 Areas to be Left Vacant

16.4.1 The following areas must be left vacant for use by the CA:

16.4.1.1 The front and rear windscreen, extending 220 mm from the top of the windscreen. No signage other than signage supplied or approved by the CA may be displayed on the front or rear windscreen.

16.4.1.2 An area measuring 380 mm wide x 120 mm high above each side number panel;

16.4.1.3 The front and rear number plate, measuring 380 mm wide x 100 mm high;

- 16.4.1.4 2 areas measuring 330 mm × 90 mm on the front bumper.
- 16.4.1.5 2 areas measuring 330 mm × 90 mm on the rear bumper.

17. DRIVER APPAREL

- 17.1.1 Each *Driver* must wear apparel that complies with Table 1.1 of the Technical Appendix, Schedule D of the Motorsport Australia Manual.

18. TIMING & DRIVER IDENTIFICATION

18.1 Automatic Timing Transmitter

- 18.1.1 At all times when an *Automobile* is on the *Track* it must have the correct fully charged and operating Dorian Multi-Driver Transmitter.
- 18.1.2 *Competitors* may use their own Dorian system provided it is fitted with the Multi-Driver Panel system supplied by Timetronics Pty Ltd.
- 18.1.3 All hardware can be rented via:
Timetronics Pty Ltd
Ian Leech
E: timing@timetronics.com.au
- 18.1.4 Timing Officials will be available at the *Precinct* for collection of hired equipment, questions and assistance from Thursday of the *Event* week.
- 18.1.5 The use of radio-based information transmission (e.g. telemetry) is prohibited.

18.2 Driver Identification

- 18.2.1 It is the *Competitor's* responsibility to ensure that the correct *Driver* is displayed on the timing system at all times. Following a *Driver* change, any incorrect *Driver* identification must be corrected within 1 lap of the *Automobile* leaving the *Pit Lane*. Failure to do so may be referred to the Stewards.

19. JUDICIAL

19.1 Judicial Camera

- 19.1.1 During each *Track* session, each *Automobile* must be fitted with a high-definition Go-Pro or equivalent judicial in-car camera, capable of recording a clear forward-facing view through the windscreen for the entirety of the *Track* session.
- 19.1.2 The judicial camera unit must be installed and mounted to the satisfaction of the *TD*.
- 19.1.3 The judicial camera unit must be switched on and remain fully operational and record video images on the USB storage device for the duration of each *Track* session.
- 19.1.4 Each judicial camera unit must be positioned to ensure it captures a full field of vision in accordance with Attachment H.
- 19.1.5 Each *Competitor* must have at least 1 USB 3 storage device, clearly labelled with their *Automobile's* competition number.
- 19.1.6 Each USB storage device must have sufficient capacity to store all footage recorded while the *Automobile* is on the *Circuit* during each *Track* session.

- 19.1.7 Prior to the commencement of the *B6HR*, all previous data must be deleted/cleared from the USB storage device/s.
- 19.1.8 Unless otherwise approved by the *CA*, following the commencement of the first practice session at the *B6HR*, and up until completion of the *B6HR*, it is prohibited to delete/clear any data stored on the USB Storage device/s.
- 19.1.9 Unless otherwise approved by the *CA*, it is prohibited to activate the live streaming capability of the judicial camera unit.
- 19.1.10 Access to the judicial camera unit must be provided to the *RD*, *DRD* or *DSA* or their nominee at any time upon request.
- 19.1.11 In-car video footage must be made available (and must be reviewable) to the *RD*, *DRD*, *DSA*, *TD* or Clerk of the Course (or their nominee) at any time upon request. If the footage cannot be viewed, the matter may be referred to the Stewards.
- 19.1.12 Unless otherwise permitted in writing by the *CA*, and with exception of an in-car camera unit installed by the Event Broadcaster, it is prohibited to fit and/or use any other camera unit or image recording device in/on an *Automobile*.

19.2 Request for Investigation

- 19.2.1 Following each *Track* session, a *Competitor* is permitted to request a judicial investigation into an alleged on-track incident by completing a Request for Investigation (*RFI*) form and lodging the form with the *RD* or *DSA* within 10 minutes of the completion of the relevant *Track* session.
- 19.2.2 A *Competitor* may only request an investigation into an alleged on *Track* incident where their own *Automobile* was directly involved.
- 19.2.3 Only the *Competitor*, their nominee or a *Driver* may lodge a *RFI*.
- 19.2.4 An *RFI* must contain sufficient information to identify the incident, including the *Automobiles* involved, approximate lap and location.
- 19.2.5 An incomplete *RFI*, or an *RFI* lodged outside the prescribed time, may not be considered.
- 19.2.6 An *RFI* may not be lodged in respect of a matter that has already been the subject of a decision by the Stewards.
- 19.2.7 Where the *RD* or *DSA* considers an *RFI* to be frivolous or submitted in bad faith, the matter may be referred to the Stewards.
- 19.2.8 The lodging of an *RFI* does not constitute a Protest under the *NCR*.

20. BALANCE OF PERFORMANCE

20.1 Balance of Performance

- 20.1.1 Any *Automobile* may be subject to a Balance of Performance (*BoP*) adjustment by way of a variation to:
 - 20.1.1.1 Minimum *Racing Weight*;
 - 20.1.1.2 Maximum allowable boost pressure for an *Automobile* fitted with a forced induction engine; and/or
 - 20.1.1.3 The minimum number of *CPS*.
- 20.1.2 Any *BoP* adjustment will be advised by the *TD* and published in a Bulletin by the Stewards.
 - 20.1.2.1 Any adjustment to maximum allowable boost pressure must be advised and published no later than 2 hours before the commencement of the first qualifying session.
 - 20.1.2.2 Any other *BoP* adjustment must be advised and published no later than 2 hours before the commencement of the ace.

20.2 Forced Induction Engines

20.2.1 Each *Automobile* fitted with a forced induction engine must be equipped with an MSE BM2012 Boost Monitor (*Boost Monitor*), manufactured after 2012 by:

Motor Sport Electronics

22 Deep Pool Way

Mt Annan, NSW 2567

P: +61 (02) 4648 0030

M: +61 (0) 402 102 553

E: sales@msedata.com.au

W: www.msedata.com.au

20.2.2 For each *Automobile* fitted with a forced induction engine, the maximum permitted manifold boost pressure (bar) will be as specified in the List of Eligible *Automobiles* in Attachment A.

20.2.3 The *TD* or their nominee may inspect or check the output of the *Boost Monitor* at any time during the *B6HR*.

20.2.4 The *TD* or their nominee may exchange an *Automobile's Boost Monitor* at any time during the *B6HR*.

20.2.5 The *Boost Monitor* must be installed in accordance with all instructions issued by Motor Sport Electronics and the *TD* and must remain fully operational throughout the duration of each *Track* session.

20.2.6 The *Boost Monitor* must be mounted within the *Automobile's* engine bay such that:

20.2.6.1 The hose connecting the *Boost Monitor* to the inlet manifold is fully visible and/or accessible by touch along its entire length; and

20.2.6.2 The *Boost Monitor* download port is readily accessible.

20.2.7 The connection hose must:

20.2.7.1 Be as short as reasonably practicable and connect directly to the *Boost Monitor*;

20.2.7.2 Not be crimped, restricted or compressed by any mounting, clamp or cable tie; and

20.2.7.3 Be free from any restriction, perforation, crack or leak.

20.2.8 If the *TD* or their nominee determines that an *Automobile's Boost Monitor* has recorded no data, corrupted data, incomplete data, uninterpretable data, or a manifold boost pressure exceeding the maximum permitted for that *Automobile*, as determined in accordance with Attachment B, during a qualifying session or the race, the *TD* will refer the matter to the Stewards with a recommendation of a penalty of *Disqualification* of that *Automobile* from the relevant session or race.

20.2.9 The *TD* will be the sole arbiter in relation to the interpretation of data recorded by the *Boost Monitor*.

20.2.10 The *TD* or their nominee may, at any time, require access to data recorded by any other device fitted to the *Automobile*, including a MoTeC device.

ATTACHMENT A

CLASS STRUCTURE & LIST OF ELIGIBLE AUTOMOBILES

The following *Automobile* makes and models are eligible to compete in the respective Classes of the 2027 Hi-Tec Oils Bathurst 6 Hour:

1. Only an *Automobile* make and model included in this List of Eligible Automobiles and permitted under these regulations is eligible to compete.
2. For an *Automobile* make or model to be considered for inclusion in the List of Eligible Automobiles, it must comply with the eligibility requirements of the Motorsport Australia Group 3E – Series Production Car Technical Regulations.
3. The *B6HR Manager* reserves the right, at its sole discretion, to accept or reject any application for the inclusion of an *Automobile* make or model in the List of Eligible Automobiles.

Before purchasing, modifying or preparing an *Automobile* that is not included in the List of Eligible *Automobiles*, a *Competitor* should contact the *B6HR Manager* to confirm its eligibility.

4. The Class allocation of any *Automobile* make or model may be amended by the *B6HR Manager* at any time.
5. Any variation sought for a specific *Automobile* make or model must be approved in writing by *Motorsport Australia* before that *Automobile* is permitted to compete in the *B6HR*.
6. An *Automobile* in any Class may be subject to additional Balance of Performance (*BoP*) adjustments imposed for the *B6HR*.

Legend – Changes since the 2026 Event

Blue Text – Class change

Red Text – New *Automobile* added or information updated

CLASS X - Ultimate Performance

Make	Model	Designation	Recognition Document No	Maximum Manifold Boost Pressure (bar)	Minimum Racing Weight (kg)
Alfa Romeo	Giulia Quadrifoglio	952		TBA	1543
Audi	RS3	8V	3-26-002A	TBA	1534
AUDI	TT RS Plus	FV MY18		TBA	1448
BMW	M2 Coupe	F87 LCI Competition	3-21-013B	1.55	1496
BMW	M3	F80, F80 LCI Competition	3-18-011B	1.79	1478
BMW	M4	F82	3-17-002B	1.79	1473
BMW	M3	G80 Manual		TBA	1602
BMW	M4	G82 Manual		TBA	1598
BMW	M2	G87	3-24-005A	TBA	1602
Holden	HSV GTS	VF MY14	3-14-006B	0.92	1750

CLASS A1 - Extreme Performance Forced Induction

Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Audi	TT RS Plus	8J	3-21-002	1.25	1448
BMW	1M	E82	3-12-003	0.95	1462
BMW	M2	F87 N55	3-24-003A	1.1	1460
BMW	M135i	F20	3-14-004	1.95 (absolute)	1398
BMW	M140i	F20	3-23-001A	1.25	1418
BMW	M235i	F22		TBA	1423
BMW	M240i	F22	3-22-001	1.25	1438
BMW	M240i X-Drive	G42		TBA	1593
BMW	M340i X-Drive	G20		TBA	1723
BMW	M340i	F30	3-24-008A	TBA	1487
Ford	FPV F6	FG	3-10-009	0.91	1696
Ford	FPV GT-F	FG2	3-17-008	0.75	1748
Ford	XR6 Turbo Sprint	FGX		1.2	1651
Ford	XR8	FGX		TBA	1736
Ford	FPV F6 TYPOON	BF2		TBA	1672
Ford	FPV GT-P	FG	3-09-008	TBA	1754
Ford	FPV GT R-Spec	FG2	3-14-007	TBA	1710
Ford	Focus RS	LZ	3-17-007	1.85	1521
Mercedes-Benz	AMG A45(2016)	W176 MY16	3-17-004	1.8	1480
Mercedes-Benz	AMG A45	W176 MY13	3-16-004	1.8	1480
Mitsubishi	Lancer Evo X	RS	3-09-030	1.4	1486
Mitsubishi	Lancer Evo IX	RS, GSR	3-09-028	1.21	1450
Mitsubishi	Lancer Evo VIII	RS	3-09-029	1.21	1466
Mitsubishi	Lancer Evo VII	RS		1.21	
Mitsubishi	Lancer Evo VI	6.5 TME		1.21	1330
Mitsubishi	Lancer Evo V	RS		1.02	1192
Subaru	Impreza WRX Sti	GK MY15	3-17-003	1.31	1470
Subaru	Impreza WRX Sti	G-3 MY10	3-09-037	1.31	1395
Toyota	Yaris GR	XPA1G	3-22-005	1.41	1290
Volkswagen	Golf R	Series 8	3-25-006A	1.7	1497

CLASS A2 - Extreme Performance Naturally Aspirated

Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Audi	RS4	B8		N/A	1718
Audi	S4	B7 V8		N/A	1579
Audi	S5	8T V8		N/A	1568
Ford	Mustang GT	FM	3-19-007B	N/A	1632
Ford	Mustang GT	FN	3-20-005B	N/A	1661
Ford	Mustang Mach 1	FN	3-21-011B	N/A	1681
Ford	Mustang Bullitt	FN	3-20-007	N/A	1661
Ford	Mustang Dark Horse	FN	TBA	N/A	1703
Holden	HSV GTS	VY/VY2	3-09-018	N/A	1581
Holden	HSV GTS Coupe	V2		N/A	1565
Holden	HSV GTO Coupe, GTS Coupe	VZ	3-09-017NN	N/A	1560
Holden	HSV R8 Clubsport	VZ	3-18-008	N/A	1591
Holden	HSV R8 Clubsport	VF	3-18-021B	N/A	1644
Holden	HSV R8 Clubsport	VE/VE2	3-09-018NN	N/A	1707
Holden	HSV GTS	VE/VE2	3-11-007	N/A	1707
Holden	HSV GTS	VX	3-19-019	N/A	1590
Holden	SS, SSV Redline (6.2)	VF II	3-18-022	N/A	1675
HSV Chevrolet	Camaro	2SS	3-24-001B	N/A	1599
Lexus	RC RCF	USC10R	3-19-011	N/A	1741
Mercedes-Benz	C63	W204	3-18-009	N/A	1663

CLASS B1 - High Performance Forced Induction

Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
AUDI	S1	8X		TBA	1360
AUDI	TT	FV3		TBA	1390
Audi	TTS	FV3	3-21-004	1.3	1430
BMW	135i	E82	3-09-042B	0.80	1425
BMW	340i Non M	F30	3-25-002A	1.25	1502
BMW	335i	E90, E92	3-09-004	0.80	1480
Ford	XR6 Turbo	BF, BF2	3-09-006	0.64	1646
Ford	Focus RS	LV		TBA	1455
Honda	Civic Type R	FK8	3-21-001	1.60	1390
Honda	Civic Type R	FL5	TBA	TBA	1406
Kia	Stinger 330 GT	CK		1.5	1715
Mitsubishi	Lancer Evo X MR	CJ AU TC-SST	3-24-009A	1.4	1486
Peugeot	308 Gti 270	T9	3-21-102	TBA	1178
Renault	Megane RS 275 Trophy R	X95		TBA	1247
Subaru	Impreza WRX Sti	GD	3-21-006	1.0	1437
Subaru	Impreza WRX	G-3 MY09	3-09-036	TBA	1370
Toyota	Corolla GR GTS	GZEA14R		TBA	1452
Volkswagen	Golf R	Series 7.5	3-19-008	1.5	1448

CLASS B2 - High Performance Naturally Aspirated

Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
BMW	M3	E46	3-18-007	N/A	1452
BMW	M3	E90	3-25-003	N/A	1524
BMW	M3	E92	3-18-016	N/A	1517
Ford	XR8	BF, BF2	3-9-007	N/A	1646
Ford	XR8	FG	3-9-009NN	N/A	
Ford	FPV GT, GT-P	BA, BA2	3-09-005	N/A	1687
Ford	FPV GT, GT-P	BF, BF2		N/A	1700
Holden	Commodore SS	VX		N/A	1542
Holden	HSV R8 Clubsport	VX		N/A	
Holden	Commodore SS, SV	VY		N/A	1565
Holden	Commodore SS, SV, SS-Z	VZ	3-09-014	N/A	1565
Holden	Commodore SSV-Redline	VE	3-19-002	N/A	1618
Holden	Commodore SSV-Z	VE	3-19-004	N/A	1659

CLASS C - Performance					
Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Alfa Romeo	Guilietta QV 1.8	Series 2	3-17-001	1.50	1299
Audi	TT	3.2 Quattro MY05		N/A	1410
BMW	M3	E36 3.2L	3-19-015	N/A	1448
BMW	M3	E36 3.0L	3-19-016	N/A	1448
BMW	330i	G20	3-24-002A	1.5	1433
Ford	Mustang Eco-Boost	FN		TBA	1612
Holden	Astra HSV VXR	AH	3-11-004	1.2	1333
Holden	Astra HSV VXR	PJ	3-20-001	1.50	1489
Hyundai	I30N	PDE	3-18-015	2.205 (absolute)	1408
Hyundai	I30N Sedan	CN7	3-25-001A	1.42	1440
Mazda	3 MPS	BL	3-11-002	1.10	1420
Mazda	3 MPS	BK 3A, 3B	3-09-025	1.10	1403
Mazda	6 MPS	6A	3-12-010	1.10	1534
Mini	Cooper S JCW	F56	3-26-004A	TBA	1219
Mini	Cooper S JCW	R56	3-13-014B	1.5	1120
Mini	Cooper S	F56		TBA	1135
Renault	Megane RS 265	X95	3-14-005	1.55	1374
Renault	Megane RS 265 Trophy R	X95	3-21-003	1.55	1247
Renault	Clio RS200 Sport	X98	3-19-013	2.0	1176
Volkswagen	Scirocco R	Gen 3	3-19-005	1.20	1351
Volkswagen	Golf GTi	Gen 7	3-19-020	1.2	1337
Volkswagen	Golf GTi	Gen 7 My15 Manual	3-21-008	1.2	1313
Volkswagen	Golf GTi Performance Pack	Gen 7	3-21-005	1.35	1377
Volkswagen	Golf R	Gen 6	3-19-001	1.20	1472
Volkswagen	Golf GTi TCR	Gen 7.5	3-21-007	1.5	1387
Volkswagen	Golf GTi 40 Year	Gen 7	3-22-006	1.45	1357

CLASS D - Production

Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Arbarth	595	Series 4		TBA	1075
Alfa Romeo	Mito Sport	Series 1		TBA	1142
BMW	125i	E82	N3-22-001	N/A	1375
BMW	130i	E87	3-09-003	N/A	1355
BMW	120i	F20		TBA	1348
Ford	Fiesta ST	WZ	3-18-020	1.5	1172
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
Hyundai	Veloster SR Turbo	FS	3-24-007A	1.2	1277
Kia	Proceed GT	JD	3-17-005	1.2	1280
Mazda	RX-8 GT	FE Series 2	3-11-003	N/A	1377
Mazda	RX-8 Series 1	RX8A	3-19-010	N/A	1299
Mazda	6 Diesel	GJ	3-13-011	2.70 (absolute)	1471
Mini	Cooper S	R56	3-21-009	TBA	1120
Mini	Cooper S	R53	3-21-010	TBA	1110
Nissan	Pulsar SSS	N14	3-18-024	N/A	1141
Nissan	Pulsar	N15	3-18-010	N/A	1102
Renault	Clio Sport 197	X85	3-10-012	N/A	1221
Subaru	BRZ	Z-1	3-19-022	N/A	1255
Subaru	BRZ	2012-16	3-24-006A	N/A	1200
Subaru	BRZ (2.4)	TS	3-25-005A	N/A	1256
Suzuki	Swift Sport	AZ		TBA	945
Suzuki	Swift Turbo	AZ	3-22-003	TBA	945
Toyota	Camry SX	GSV70R		N/A	1552
Toyota	Camry	XV20		N/A	1345
Toyota	Celica SX	ZR	3-09-038	N/A	1085
Toyota	86 GT	ZN SER	3-19-009	N/A	1179
Toyota	86 GTS	ZN SER	3-13-009	N/A	1198
Toyota	86 GT	ZN 2018	3-20-002	N/A	1218
Toyota	86 GTS	ZN 2018	3-20-003	N/A	1215
Toyota	GR 86	ZN8 GTS	3-25-004A	N/A	1228
Volkswagen	Golf 110Tsi	Series 7.5		TBA	1241

CLASS D - Production

Volkswagen	Golf GTi	GEN 5	3-19-023	1.0	1340
Volkswagen	Golf GTi	GEN 6		TBA	1360
Volkswagen	Polo GTi	AW	3-22-002	1.35	1303
Volkswagen	Polo GTi	AE		TBA	1326

CLASS E - Compact

Make	Model	Designation	Recognition Document No	Maximum Manifold Pressure (bar)	Minimum Racing Weight (kg)
Audi	A1 30TFSI	GB		TBA	1235
BMW	118i	F40		TBA	1290
BMW	325i	E46		N/A	1400
BMW	325Ti	E46		N/A	1380
BMW	328Ci	E46		N/A	1412
Ford	Fiesta Sport	WZ		TBA	1106
Ford	Fiesta XR4	WQ	3-10-024	N/A	1067
Holden	Cruze CD	JG		TBA	1461
Honda	Accord Euro	CL9		N/A	1375
Honda	Civic VTi	11 Gen		TBA	1358
Honda	Jazz VTi	GF		N/A	1094
Hyundai	i30	PD V4		N/A	1327
Hyundai	Getz	TB	3-17-009	N/A	1077
Kia	Rio GT-Line	YB		TBA	1197
Mazda	2 GT	DL		N/A	1075
Mazda	2	DJ, DE		N/A	980
Mazda	3	3C		N/A	1240
Mazda	3 SP23	BK S1, S2	3-19-012B	N/A	1227
Mazda	3 SP25	BL S1, S2	3-18-018	N/A	1305
Mazda	3 SP G25	BP		N/A	1345
Proton	Satria GTi	BS	3-11-001	N/A	1163
Renault	Clio Formula	B98 Phase 2		TBA	1142
Suzuki	Swift Sport	FZ	3-19-006	N/A	1030
Suzuki	Swift Sport	EZ RS416	3-18-017	N/A	1067
Toyota	Corolla SX	MZEA12R		N/A	1390
Toyota	Corolla Sportivo	ZZE123R	3-09-010	N/A	1163
Toyota	Echo	10 SER	3-09-039	N/A	884
Toyota	Yaris ZR	MXPA10R		N/A	1055
Toyota	Yaris YRX	NCP91R	3-10-011	N/A	1094
Volkswagen	Polo 85Tsi	AW		TBA	1154
Volkswagen	Polo 85Tsi	AE		TBA	1185
Volkswagen	Polo GTi	9N		1.00	1190
Volkswagen	Golf 110Tsi	Series 8		TBA	1290

ATTACHMENT B

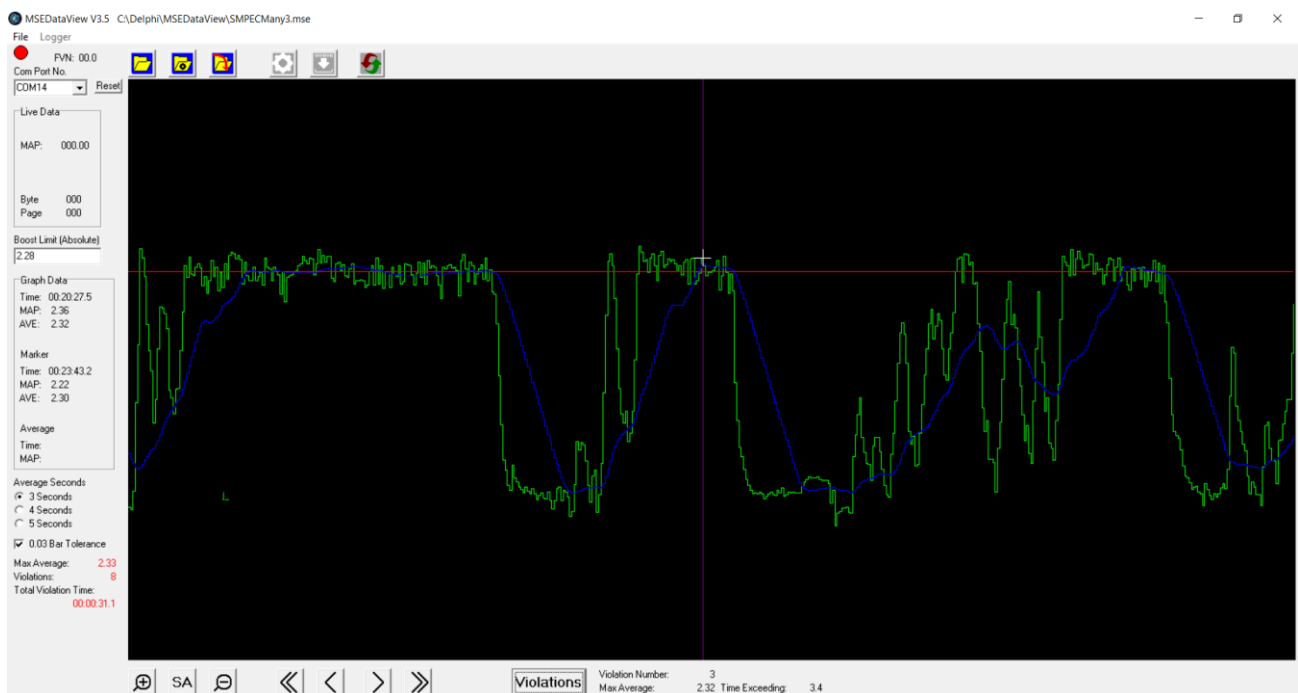
INTERPRETATION OF MSE BOOST MONITOR DATA

The *TD* will apply the following method to determine whether the boost manifold pressure data recorded by an *Automobile's Boost Monitor* exceeds the Maximum Manifold Boost Pressure permitted for that *Automobile*, as specified in Attachment A.

Data Interpretation

1. Data will be interpreted over a 3 second period.
2. The software displays a moving average calculated over a 3 second period. This moving average is represented by the blue trace shown below.
3. An interpretation tolerance of **+0.03 BAR** will be applied to account for variation in the averaged figure. When the **0.03 BAR Tolerance** box is selected, only averages exceeding the specified tolerance will be identified as violations.
4. The average manifold pressure, determined in accordance with the method above, must not exceed the Maximum Manifold Boost Pressure permitted for that *Automobile* on more than 3 occasions during any single *Track* session, i.e. a qualifying session or the race.

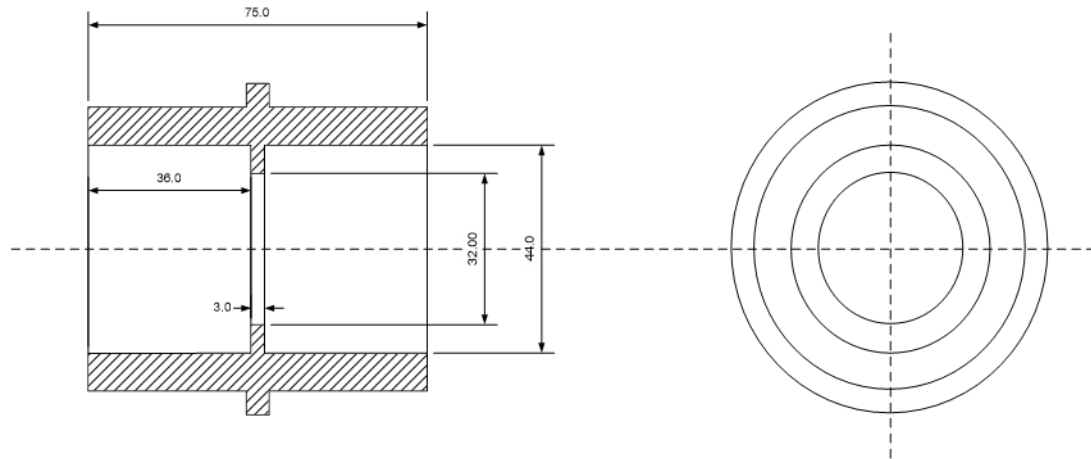
Example:



1. The example above shows a violation where the **3 second moving average** exceeds the **Boost Limit (Absolute)** of **2.28 BAR**, with a maximum recorded value of **2.32 BAR** shown at the bottom of the screen.
2. As the **0.03 BAR Tolerance** box has been selected, and the **+0.03 BAR interpretation tolerance** applied, the permitted limit is **2.31 BAR** ($2.28 + 0.03 \text{ BAR}$). The recorded moving-average value of **2.32 BAR** therefore exceeds the permitted limit by **0.01 BAR**.
3. The software identifies this event as being **over the permitted boost limit**.

ATTACHMENT C

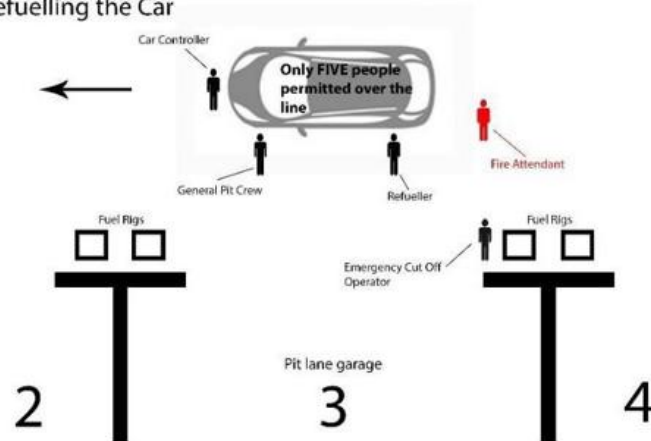
OVERHEAD REFUELLING RIG (ORR) – RESTRICTOR



ATTACHMENT D

PERSONNEL LAYOUT EXAMPLE – REFUELLING IN PIT LANE

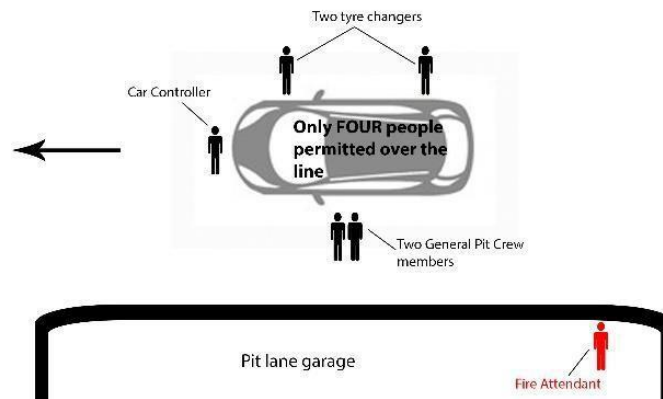
Personnel Layout
of Pit Crew for
Refuelling the Car



ATTACHMENT E

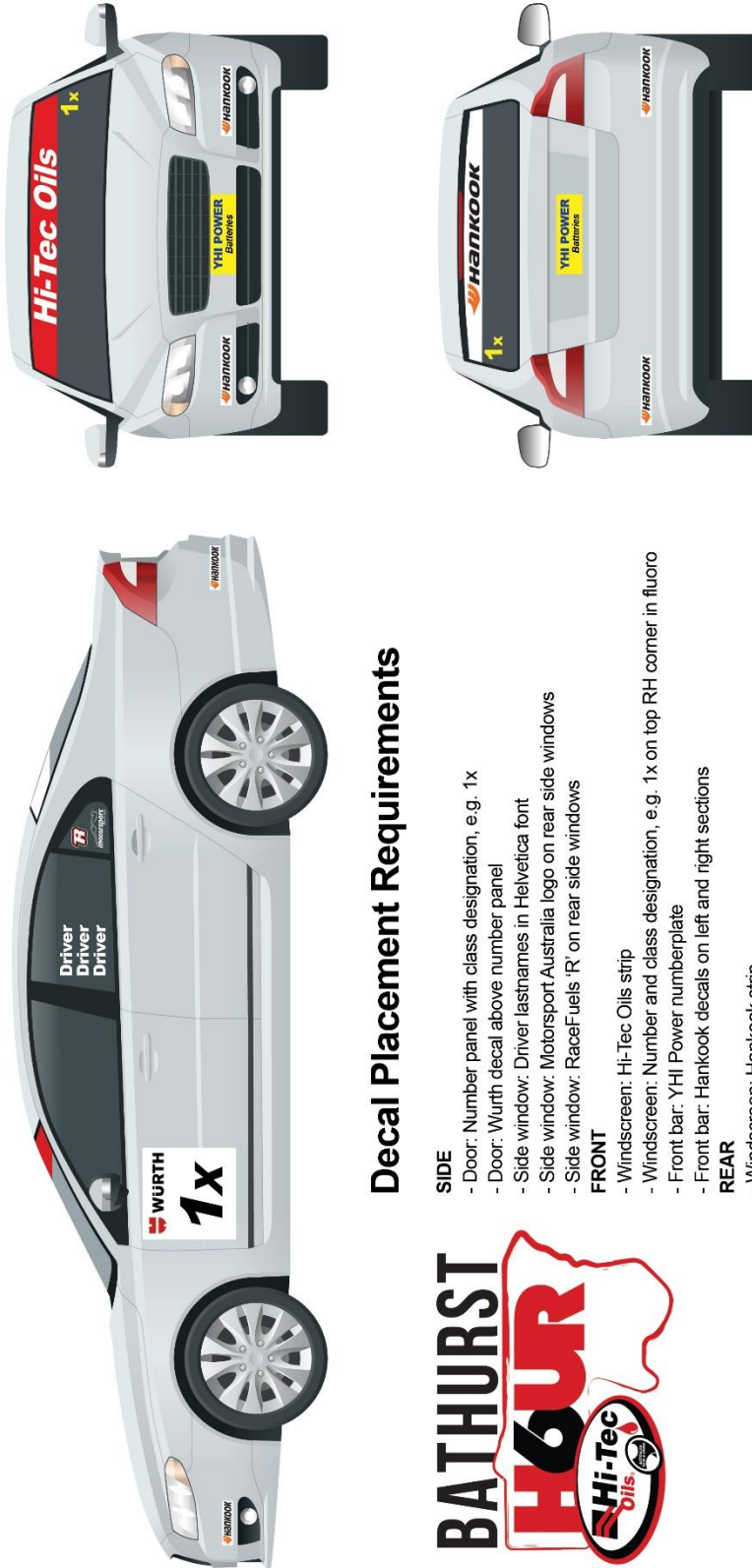
PERSONNEL LAYOUT EXAMPLE – SERVICING IN PIT LANE

Personnel Layout
of Pit Crew for
Servicing the Car



ATTACHMENT F

AUTOMOBILE MARKINGS



Decal Placement Requirements

SIDE

- Door: Number panel with class designation, e.g. 1x
- Door: Wurth decal above number panel
- Side window: Driver lastnames in Helvetica font
- Side window: Motorsport Australia logo on rear side windows
- Side window: RaceFuels 'R' on rear side windows

FRONT

- Windscreen: Hi-Tec Oils strip
- Windscreen: Number and class designation, e.g. 1x on top RH corner in fluoro
- Front bar: YHI Power numberplate
- Front bar: Hankook decals on left and right sections

REAR

- Windscreen: Hankook strip
- Windscreen: Number and class designation, e.g. 1x on top RH corner in fluoro
- Rear bar: YHI Power numberplate
- Rear bar: Hankook decals on left and right sections



ATTACHMENT G

STARTING DRIVER NOMINATION FORM



Hi-Tec Oils Bathurst 6 Hour 26 - 28 March 2027

STARTING DRIVER NOMINATION FORM

This form must be returned the Secretary of the Event by 1700 AEDT, Saturday 27 March 2027.

CAR NUMBER:	
CLASS:	
STARTING DRIVER NAME:	

TEAM MANAGER NAME:	
TEAM MANAGER SIGNATURE:	

ATTACHMENT H

JUDICIAL CAMERA FIELD OF VISION



ATTACHMENT I

DEFINITIONS

B6HR: The 2027 Hi-Tec Oils Bathurst 6 Hour *Competition*

B6HR Manager: Manager of the 2027 Hi-Tec Oils Bathurst 6 Hour *Competition* recognised by *Motorsport Australia*

Boost Monitor: MSE BM2012 Boost Monitor manufactured after 2012 by Motor Sport Electronics

BoP: Balance of Performance

CA: Category Administrator for the *B6HR* appointed by the *B6HR Manager*

Control Fuel Supplier: The supplier of the control fuel as nominated by the *B6HR Manager*

Control Tyre: The only tyre permitted to be used in the *B6HR*

Control Tyre Supplier: The supplier of the *Control Tyre* as nominated by the *B6HR Manager*

CPS: Compulsory Pit Stop

CRSR: Circuit Race Standing Regulations published by *Motorsport Australia*

DSA: Driving Standards Advisor appointed by *Motorsport Australia*

ORR: Overhead Refuelling Rig

Paddock: A defined area within the *Precinct*, designated for the garaging of *Automobiles* and associated equipment.

Precinct: The area within the perimeter of the *Event* venue

Prescribed Line: A real or imaginary line across the front of the *Pit Garages* which designates the start of the *Working Lane*

RD: Race Director for the *B6HR* appointed by *Motorsport Australia*

RMC: Race Management Channel

TD: Technical Delegate appointed by *Motorsport Australia*

Team: The personnel engaged by the *Competitor*

Team Manager: The appointed *Team* representative as nominated by the *Competitor* on the Entry Form.