



Armor All Bathurst 12 Hour

Mount Panorama - Bathurst

4th to 6th February 2011

12 Hour Event Supplementary Regulations

CAMS Permit No: 811/0602/01





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ARMOR ALL BATHURST 12 HOUR

12 Hour Supplementary Regulations
4th to 6th February 2011

I. SPORTING

CHAPTER 1 – SPECIFIC MEETING REGULATIONS

1.1 Meeting Title & Date

Armor All Bathurst 12 Hour
4th – 6th February 2011

1.2 Organisation & Status

1.2.1 The meeting shall be held under the International Sporting Code of the Federation Internationale de l'Automobile (F.I.A.), the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (CAMS), the Race Meeting Standing Regulations published by CAMS, relevant Category Technical Regulations, these Supplementary Regulations and any Further Supplementary Regulations and Bulletins to Competitors that may be issued.

1.2.2 National Other Race Meeting

1.2.3 This Event will be conducted under and in accordance with CAMS OH&S and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au

1.3 Administration & Meeting Staff

1.3.1 National Sporting Authority (ASN):

CAMS
PO Box 147
Caulfield East Victoria 3145

T: 03 9593 7777 F: 03 9593 7700 E: info@cams.com.au

1.3.2 Organiser:

Yeehah Events Pty Ltd
PO Box 309
Red Hill Queensland 4059

T: 07 3315 2499 F: 07 3315 2499 E: inquiries@yeehah.com.au

1.3.3 Organising Committee:

James O'Brien, Doug Patterson, Stephen Preece, David Kidd, Jodi Zylstra

For contact with the Organising Committee please contact the Administrator:

Jodi Zylstra
PO Box 5231
Robina Town Centre Queensland 4230

T: 07 555 91605 F: 07 555 91608 E: jodi@bathurst12hour.com.au



1.3.4 CAMS Appointed Officials:

Stewards of the Meeting:

To be advised in the Further Supplementary Regulations

1.3.5 Senior Race Officials:

Secretary of the Meeting:	David Kidd
Deputy Secretary of the Meeting:	Michele Kidd
Clerk of the Course:	Stephen Preece
Deputy Clerk of the Course:	Michael Hancock
Emergency Controller:	David Martin
Assistant Clerks of the Course:	Garry Peterson, Evan Jones & Trisha Davidson
Chief Fire Marshal:	Allan Young
Chief Flag Marshal:	Tony Thorne
Chief Grid Marshal:	Michelle Luke
Chief Medical Officer:	Dr Brent May
Chief Pit Lane Marshal:	Ivan Tarrant
Chief Recovery:	Grant Briggs
Chief Scrutineer:	Richard Setchfield
Chief Starter:	Kerry Tunks
Chief Timekeeper:	Lisa Drayton
Competitor Relations Officer:	Neil Turner
Compliance Checker:	Michele Kidd
Judge/s of Fact Start:	To be advised by Bulletin at the Meeting

1.4 Circuit Details

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

1.5 Duration

12 Hours

1.6 Date and Time of Start

Sunday, 6th February
0615 hours

The start of the twelve (12) hour time period will be when the green flag is displayed to commence the formation lap.

1.7 Eligible Competitors

Each competitor must hold a CAMS Competitor Licence. Each Driver must hold a minimum of a CAMS National Circuit competition licence unless they comply with 1.7.1 or 1.7.2 below.

- 1.7.1 Hold a Motor Sport New Zealand competition licence and Trans-Tasman Visa valid for the Event; or
- 1.7.2 Hold a minimum of the highest grade National Licence issued by a foreign ASN together with an authorisation issued by that ASN for the Event.
 - i) Such Drivers and Competitors will be ineligible to score points in any Championship/Cup/Trophy/Series etc connected with the Event; and
 - ii) Must receive an authorisation to compete from CAMS prior to the Event.



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

1.7.4 The mandatory number of drivers per car entered is three (3).

1.8 Eligible Vehicles (Please refer to II. Technical Chapter 2 for permitted modifications)

1.8.1 Classes

- i) Class A, B & C
For automobiles complying with the CAMS 2011 Australian GT Championship Sporting and Technical Regulations except as otherwise detailed in these Supplementary Regulations.
- ii) Class D, E, F, G & I
For automobiles complying with the CAMS Group 3E Series Production Car Regulations except as otherwise detailed in these Supplementary Regulations.
- iii) Class H
For automobiles complying with the CAMS 2011 Australian MINI Challenge Series Sporting and Technical Regulations except as otherwise detailed in these Supplementary Regulations.

1.8.2 Replacement automobiles are NOT permitted, only the original automobile presented for scrutiny may be used.

1.8.3 Refer to the list of Eligible Vehicles located at Appendix I.

1.9 Event Schedule

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

1.10 Entries & Fees

1.10.1 **Opening date:** 1st September 2010

1.10.2 **Closing date:** 23rd December 2010

1.10.3 Competitors are responsible for sending correct and complete entries on the official entry form together with the correct entry fees prior to the entry closing date.

1.10.4 Please submit entries to:

Armor All Bathurst 12 Hour Administrator
PO Box 5231
Robina Town Centre Queensland 4230
T: 07 555 91605 F: 07 555 91608

E: jodi@bathurst12hour.com.au

1.10.5 Incorrect or incomplete entries that have paid the entry fees (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Administrator receives the missing or corrected information.

1.10.6 The maximum number of starters in each of the following classes is as follows: -

Classes A, B & C	- 30 cars
Classes D, E, F, G, H & I	- 42 cars



1.10.7 Entry Fees:

Australian Entries

Classes A, B & C - \$10,000 + GST
Classes D, E, F, G, H & I - \$8,000 + GST

International Entries

Classes A, B & C - \$AUD 8,000 + GST
Classes D, E, F, G, H & I - \$AUD 6,000 + GST

- i) Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees have not been paid completely are regarded null and void.
- ii) Payment can be made by cheque or electronic funds transfer only.

If made by Electronic Funds Transfer: -
Account Name: **Yeehah Events Pty Ltd**
Bank: National Australia Bank
Branch: Ashgrove
BSB: 084 – 115
Account No: 83 487 2622

- iii) If made by cheque all cheques must be made payable to **Yeehah Events Pty Ltd** and posted directly to the Administrator as per 1.10.4 above.

1.10.8 Refunds:

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

- i) Refusal of entry: Full refund of the fees paid
- ii) Withdrawal of entry before 7th January 2011: Reimbursement of 50% of entry fee.

1.11 Organiser's Rights

- 1.11.1 The organiser reserves the right to postpone, abandon or cancel the Event in accordance with NCR 59.
- 1.11.2 The organiser reserves the right to cancel any class which has less than three (3) cars or amalgamate them to the next higher class at their discretion.
- 1.11.3 The allocation of a competition number for each automobile entered is solely the responsibility of the Organiser which will maintain a register of all competition numbers allocated to, or reserved for, any automobile.

1.12 Accreditation

- 1.12.1 No accreditation will be issued until all fees are paid in full. All accreditation is to be collected from the Administrator located in the Event Management office located near Tower 3 on Level 1 of the Pit Complex. Additional tickets can be purchased from the Administrator during registration to the Event.
- 1.12.2 Each car entered will be provided with:
 - i) Sixteen (16) x **Competitor** admit one passes
 - ii) One (1) x **Paddock Vehicle** pass



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- iii) Four (4) x **Competitor Car park** vehicle passes. These do not permit access to the Paddock, rather access to the Competitors Car park located in Harris Park, adjacent to Pit Straight opposite the Pit Building complex

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

Wednesday 2 nd February	0900hrs – 1700hrs
Thursday 3 rd February	0700hrs – 1700hrs
Friday 4 th & Saturday 5 th February	0600hrs – 1900hrs
Sunday 6 th February	0530hrs – 1200hrs

1.13 Circuit Access

Access to the track and paddock area will be available from **0900hrs Wednesday 2nd February 2011 through until 0830hrs on Monday 7th February 2011**. All transporters and trailers should be at the track **no later than 1700hrs Wednesday 2nd February** to facilitate the set up of garages and completion of Event administration. Set up of your area must be in accordance with directions from the Administrator and/or their nominee on site.

1.13.1 Access to the Paddock area if the track is open:

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

1.13.2 Access to the Paddock area if the track is closed:

After passing through the admission entry gates you must use the Chase tunnel access road into the paddock. The Chase tunnel is 3.1metres high and 2.7metres wide. Please note that this tunnel access is only for cars and NOT trucks.

1.13.3 Due to additional track activity being conducted on Monday, 7th February the circuit will be closed from 0830hrs. **Egress from the Paddock area must be completed by 0830hrs Monday 7th February 2011.**

1.14 Mayoral Welcome Function

All Drivers are advised that there will be a **compulsory** Mayoral Welcome Function held at the National Motor Racing Museum at **1800hrs on Friday 4th February 2011**. Failure to attend or sign the attendance sheet will result in a **\$500 fine** unless negated by the Stewards of the Meeting in exceptional circumstances. Dress code is smart casual.

1.15 Paddock Area

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

1.15.2 Each vehicle entered will be allocated a space of approximately 25m (L) x 4m (W) in the paddock area in close proximity to their respective Garage, however, all other support vehicles are to be moved out of the paddock area to the designated Competitor's Car park located in Harris Park. Only private vehicles with the appropriate passes are permitted to park in the Paddock. Any private vehicle parked in the Paddock area without the appropriate pass will be towed at the owner's expense. Details of the towing company and where they can collect their vehicle will be available from Security on Gate 3 (entrance/exit).

1.15.3 All competitors are advised that the paddock gates are secured of a night and teams are responsible for their own security.

1.15.4 Camping is prohibited in the paddock area. Please contact Will Lesh from the Bathurst Regional Council on 02 6333 6158 for information regarding the campground sites and location.



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- 1.15.5 There is to be strictly **no smoking** in the paddock area. A \$500 fine applies to any offenders.
 - 1.15.6 A 10kph speed limit applies in the paddock area at all times.
 - 1.15.7 The use of any kind of two (2) or four (4) wheeled motorised bike, moped, skates, roller blades and/or scooters in the paddock area is **STRICTLY** prohibited at the Event.

1.16 Race Control Electronic Communications

- 1.16.1 The Organiser will be providing an email address for each entered car for the duration of the meeting. In the case of a two (2) car team this will be two (2) email addresses. The emails will be received directly by the Clerk of the Course who will action any request and/or inquiry ASAP as appropriate.
- 1.16.2 It will be compulsory for all teams to have a team member to monitor the race control electronic email system.
- 1.16.3 Teams are required to provide a laptop or other personal computer for the purposes of communicating with Race Control with up to date Anti Virus and Spyware software installed. All teams will also be required to provide an ethernet patch lead to enable them to plug into the ADSL socket in the garages.

1.17 Markings on Automobiles

The markings on all automobiles must remain in compliance with Schedule K of the current CAMS Manual of Motor Sport and as detailed in Appendix II of these Regulations.

1.18 Communication to/from Automobile

- 1.18.1 Two-way radio communication is mandatory between driver and pit crew.
- 1.18.2 Each competitor must complete the attached Two-way Communication Form and return it with their entry form. All frequencies will be checked for compliance with the Australian Authorities. All relevant licensing and permits are the responsibility of the individual competitor. If radio frequencies conflict with the host circuit or emergency frequencies, competitors will be compelled to change their frequency.
- 1.18.3 It will be compulsory for each team to monitor the Race Management Channel (RMC) on a listening basis only for practice, qualifying and racing from the time the automobiles are released from their pit garage. The RMC frequency will be advised in the **Further Supplementary Regulations** for the meeting. Messages broadcast over the RMC are for information purposes only and shall have no regulatory effect.

1.19 Automatic Timing

It is the competitor's responsibility to ensure that their car is fitted with a "Data 1" timing transmitter during all on track sessions. Data 1 timing transmitters are available from;

Dorian Industries

Unit 1 - 29 Graham Court, Hoppers Crossing VIC, 3029.

Telephone: 03 9931 1371, Facsimile: 03 9931 0574



CHAPTER 2 – DRIVER REQUIREMENTS

2.1 Eligible Drivers

For Classes A, B & C only one (1) seeded driver is permitted to participate per vehicle entered. The Organiser will be the sole arbiter with respect to **Driver Seeding**.

A seeded driver is generally recognised as a well-known driver, under the age of 55, and satisfying at least one of the following criteria:

- has held a Super Licence (for Formula One);
- has been a Works Driver, paid by a car manufacturer;
- has finished in the top 10 in the general classification in F3000, CART/Champcar, IRL, GP2, A1 GP, Renault V6, FR2000 international;
- has finished in the top 6 in the general classification of an F3 international series (British/EuroF3) or major international single seater Championship (Example : Nissan World Series)
- has finished in the top 3 in the general classification of a national single-seater series (F3, FR2000);
- has won an entry level single-seater series (FFord, F-BMW, F-Zip, Autosport Academy);
- has finished in the top 3 in the general classification of the Porsche Supercup;
- has finished in the top 6 in the Australian V8 Supercar Championship;
- has won the Australian GT Championship;
- has won the Australian Porsche Carrera Cup Championship;
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as **seeded** by the Organisers' at their discretion. Drivers in Classes A/ B & C not currently registered with the Australian GT Championship will be required to submit their driving history for the last five (5) years to the 12Hour Administrator to assist with Driver Seeding determination. Please contact the 12Hour Administrator for more details.

2.2 Change of Driver

No change of driver nominations will be permitted after 1700hrs on Wednesday 2nd February 2011 unless exceptional circumstances, as determined by the Stewards of the Meeting, warrant a change after that time.

2.3 Driver Identification

Each driver will be issued with a small adhesive letter which will be placed on the right hand side of the driver's helmet for right hand drive vehicles, and on the left hand side of the helmet for left hand drive vehicles. This is to enable the timekeepers to separate individual driver lap times. These letters will be issued as per the entry form details.

2.4 Driver Qualification Procedure

- 2.4.1 All starters must practice or qualify within 130% of the fastest time set during Qualifying, save for exceptional circumstances accepted as such by the Stewards of the Meeting.
- 2.4.2 A driver is only permitted to drive in one (1) automobile in the Armor All Bathurst 12 Hour category for the duration of the Meeting.
- 2.4.3 All practice and qualifying sessions will be timed and count towards driver qualification.
- 2.4.4 Cross entering of drivers for the Armor All Bathurst 12 Hour Event is not permitted.



2.5 Driving Time

- 2.5.1 Driving Time will be measured from the start of the race until the last time the driver crosses the control line at the pit lane entry before leaving the automobile.
- 2.5.2 Subsequently, driving time will be measured for each driver from the time that driver first crosses the control line after rejoining the circuit through Pit Exit, until the last time the driver crosses the control line at pit lane entry or until the car crosses the control line on the circuit at the end of the race.
- 2.5.3 The maximum continuous driving time for any driver in the race is three (3) hours.
- 2.5.4 A minimum of a one (1) hour rest period between each driving period for each driver during the race is required, regardless of the duration of any driving period.
- 2.5.5 The total cumulative driving time for each driver during the race must not exceed five (5) hours.
- 2.5.6 In the event of a car remaining stationary for a continuous period exceeding one (1) hour it will be deemed as a compulsory rest period.

2.6 Starting Driver Nominations

Competitors are required to notify the Secretary of the Meeting the driver starting the race no later than **1700hrs Saturday 5th February 2011**. If this driver does not start the race then this will result in a penalty as determined by the Stewards of the Meeting.



CHAPTER 3 – STANDARD SPORTING REGULATIONS

3.1 Administration Checking

- 3.1.1 **Date and Time:** Thursday 3rd February 2011 from 0900hrs to 1700hrs
Administration checking outside these hours will be at the discretion of the Chief Scrutineer.
- 3.1.2 **Location:** Scrutiny Bay
- 3.1.3 Administration checking must be carried out prior to the car being presented for scrutiny checking. The following documentation must be presented:
Competitors Licence, Drivers Licence/s, Vehicle Logbook, Valid CAMS affiliated Car Club Membership Card (for Australian drivers), CAMS Foreign Participation Visa (for International drivers with the exception of New Zealand), Trans-Tasman Visa (for New Zealand drivers)
- 3.1.4 Competitors must ensure that they have completed the “Pit Lane Disclaimer” form for all team personnel. These will be available from the administration checking (Scrutiny Bay) and must be returned to administration checking prior to the car participating in its first session. Any team member whose signature does not appear on these forms will not be covered by CAMS for insurance purposes. All late arriving team members will be required to sign the Disclaimer at the Scrutiny Bay.

3.2 Briefings

3.2.1 Competitor/Team Managers Briefing

Location: Drivers Briefing room located beside the Scrutiny Bay.

Date and Time: Thursday 3rd February 2011 at 1700hrs.

- i) Attendance is compulsory and failure to attend or sign the attendance sheet will result in a \$500 fine unless negated by the Stewards of the Meeting in exceptional circumstances.
- ii) Late attendance (after the Briefing has commenced) and/or leaving early (prior to the Briefing has finished) at any compulsory Competitor/Managers Briefing will result in a \$250 fine unless negated by the Stewards of the Meeting in exceptional circumstances.
- iii) Any further Competitor/Managers briefings required will be advised by a Bulletin.

3.2.2 Drivers Briefing

Location: Drivers Briefing room located beside the Scrutiny Bay.

Date and Time: Friday 4th February 2011 at 1700hrs.

- i) Attendance is compulsory and failure to be present or on time at the Driver’s Briefing will result in a penalty as detailed in the current CAMS Manual of Motorsport.
- ii) Any further Drivers briefings required will be advised by a Bulletin.

3.2.3 Fire and Re-fuellers Briefing

Location: Drivers Briefing room located beside the Scrutiny Bay.

Date and Time: To be advised in the Further Supplementary Regulations.

- i) The four (4) refuelling personnel must attend
 - a) The fuel hose operator
 - b) The additional fuel hose operator
 - c) The fire extinguisher operator
 - d) The dead man handle operator



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- ii) Attendance is compulsory and failure to attend or sign the attendance sheet will result in a \$500 fine unless negated by the Stewards of the Meeting in exceptional circumstances.
 - ii) Late attendance (after the Briefing has commenced) and/or leaving early (prior to the Briefing has finished) at any compulsory Fire & Re-fuellers Briefing will result in a \$250 fine unless negated by the Stewards of the Meeting in exceptional circumstances.

3.3 Scrutiny Checking

- 3.3.1 **Date and Time:** Thursday 3rd February 2011 from 0900hrs to 1700hrs
- 3.3.2 **Location:** Own Pit Lane Garage
- 3.3.3 All items listed in **II Technical** must be in place **prior** to Scrutiny.
- 3.3.4 Race cars are to be presented dry of fuel for weighing during the scrutiny checking.
- 3.3.5 All drivers and re-fuellers apparel (helmets, overalls, gloves etc) must be presented for inspection and approval.
- 3.3.6 Fire extinguishers (as per Item 3.10.4.v) must be presented during the Scrutiny checking.
- 3.3.7 Overhead rigs will be checked as set up in the pit lane garage (refer to 3.10.4 ix and x) on Friday 4th February 2011 between 0900hrs and 1700hrs.
- 3.3.8 Each car will be issued with a scrutiny approval sticker once it has successfully completed the Scrutiny check.
- 3.3.9 Any car failing to display the Scrutiny approval sticker will not be permitted to participate.
- 3.3.10 Tyres will need to be presented by being laid out in front of the pit lane garage for marking and must be mounted on rims and removed from the race car within one (1) hour after completion of the final practice session.

3.4 General Safety

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

- 3.4.1 The circuit will be made available to all competitors for a one (1) hour window on Thursday 3 February 2011 commencing at 1500hrs for the purposes of track observation/familiarisation in road registered vehicles only. Competitors will be required to confirm their attendance in this session with the Administrator by **1200hrs Thursday 3rd February 2011**.

3.5 Start Procedure

- 3.5.1 The start procedure for this race will be as detailed in the RMSR – Championship Rolling Start (3 Minute), except as follows;
- 3.5.2 Fifteen (15) minutes prior to the scheduled start of the formation lap, pit exit will open and cars may leave pit lane on one (1) observation lap. At the end of this lap each car must stop on their allocated grid position with their engines stopped.
- 3.5.3 The pit lane exit will be closed ten (10) minutes prior to the scheduled start of the formation lap.
- 3.5.4 A warning will be sounded two (2) minutes prior to the closure of the pit lane exit.



3.6 Grid Determination

The grid position for each car will be determined by the sum of the fastest lap time achieved during qualifying by each of the drivers nominated to drive that car during the race. If the sum of the fastest lap times achieved during qualifying (as detailed above) for two (2) or more cars is equal, grid positions for these cars will be allocated in the order as determined by the Stewards of the Meeting.

3.7 Major Repairs

- 3.7.1 Any automobile requiring extended servicing or repairs which may take longer than ten (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. Only the same number of tools can be used in any pit lane garage at any one (1) time as that used on the pit lane apron. Also refer to Item 3.10.5.
- 3.7.2 In the event that an automobile requires repairs which cannot be carried out in the pit lane garage, subject to receiving the prior express approval of the Chief Scrutineer, it is permitted for that automobile to be removed from the pit lane garage to the scrutiny bay and/or Smash Repair compound for these repairs to be carried out. Once these repairs have been completed, the automobile must be returned to its allocated pit bay or pit lane garage before it rejoins the circuit. The removal and return of any automobile in these circumstances must be carried out under the supervision of and subject to the instructions of the Chief Scrutineer or their nominee. A 10kph speed limit applies in the paddock area at all times.
- 3.7.3 Save as provided in Item 3.7.6, any repairs carried out on an automobile outside of the pit lane must only be carried out 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 not considered to contravene this regulation).
- 3.7.4 Save as provided in Item 3.7.6, any replenishment of oil or water outside the pit lane is forbidden.
- 3.7.5 The pushing of an automobile by the driver or by another competing automobile along the track or pushing it across the finishing line is not allowed and will entail immediate exclusion of the automobile or automobiles concerned.
- 3.7.6 Any car that has stopped on the circuit and is returned to the scrutiny compound by officials will have the option to either;
- i) with draw the car from the meeting, to be made in writing to the Secretary of the Meeting
 - ii) have the car taken to the Smash Repair compound
 - iii) affect repairs in the pit lane garage and/or in the Scrutiny bay

3.8 Official Notice Board

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

3.9 Pit Lane & Pit Lane Garages

3.9.1 Booms

The use of pit lane booms is **NOT** permitted.

3.9.2 Fuel Storage

- i) For the duration of the meeting, fuel must only be stored or transferred (into any other storage vessel or a car) at a temperature that is within ten (10) degrees Celsius of ambient temperature.
- ii) The maximum quantity of fuel that can be stored in any location at any time is 250 litres, except that a maximum of 450 litres of fuel may be stored in any location only for a period of less than twelve (12) hours.



3.9.3 General

- i) The prescribed line referred to in these Regulations is the RED line painted in pit lane parallel to the garage fronts.
- ii) Pit lane garage allocations will be at the discretion of the Organiser. Competitors will be allocated a pit lane garage on a shared basis (two cars per garage). A limited number of garages may be available for exclusive hire. Competitors wishing to hire an exclusive garage are to advise the Administrator. The allocation of exclusive garages is pending availability and will be as per order of receipt of **completed** entry forms and full entry fee payment.
- iii) Competitors must not paint lines on any part of the pit lane.
- iv) The use of reverse gear in pit lane is strictly forbidden.
- v) At all times during the meeting the rear pit lane garage roller door facing the paddock must remain open other than when Supplementary Regulation Item 3.9.6.i is utilised.

3.9.4 Pit Lane Entry, Exit & Speed Limit

At pit lane entry and/or exit NO part of the car shall touch the solid white and yellow line or the yellow floppies that delineate the pit lane entry and/or exit from the track. In such case penalties as detailed below may be imposed. The Judge of Fact will be advised **by Bulletin at the Meeting**.

- i) During Practice or Qualifying:
First adjudged breach – a warning
Second adjudged breach – the loss of the fastest lap time recorded for the car during the session

Third and subsequent adjudged breaches – the loss of the next fastest time recorded by the car and so on during the session
- ii) During Racing:
For each adjudged breach - a drive through penalty.

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

3.9.5 Safety

- i) Fire alarm detectors and/or sirens in pit lane garages are not to be tampered with. Any such tampering will be referred to Bathurst Regional Council for Civil charges to be laid under the Building and/or Fire codes, plus the cost of the repair of all the devices will be forwarded to the competitor.
- ii) No person under the age of sixteen (16) years will be permitted in pit lane.
Note: In accordance with the NSW Motor Sport Public Safety Act any child under the age of 16 years is not permitted in the pit lane garages.
- iii) The use of any type of gas heaters within a pit lane garage is prohibited.

3.9.6 Spark Generating Devices

The use of spark generating devices is RESTRICTED to either the middle and/or the rear of the pit lane garage facing the paddock area.

- i) If the rear of the pit lane garage area is to be utilised then the rear roller door of the pit lane garage must be closed to protect the general public.
- ii) All fuel storage containers must be removed to the front of the pit lane garage.
- iii) A fire extinguisher and fire extinguisher attendant must be located near the repair area.



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- iv) If the middle of the pit lane garage is to be utilised then a protective shield must be used to protect all other persons in the pit lane garage from the welding flash and/or sparks.

3.10 Pit Stop Procedures

3.10.1 Car Controller

- i) At all times whilst a car is stationary in its pit bay it must remain under the control of a designated Car Controller who must remain in front of the car and is responsible for the safe departure of the car at the completion of any pit stop. The car controller is not permitted to assist with any pit stop and will not count in any following regulation regarding the number of persons permitted to assist with a pit stop.
- ii) For each pit stop, the Car Controller may be in a position in pit lane to assume control of the car before the car crosses the control line at pit entry, and must be 'behind the prescribed line' before the car crosses the line at pit lane exit.
- iii) If a car'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.

3.10.2 Driver Change

- i) A driver change may be carried out at any time during a pit stop. Either a designated driver change assistant or the Driver exiting the car may assist the incoming Driver to become ready to join the circuit. In these circumstances, the exiting Driver or the driver change assistant will not be counted as one of the six (6) persons who are permitted to assist with the pit stop. Neither the driver change assistant nor the exiting Driver are to perform any other duties during the Driver change.
- ii) Each incoming Driver and the driver change assistant must not cross the 'prescribed line' into pit lane until the car has come to a complete stop in its pit bay.
- iii) The Driver who has exited the car and the driver change assistant must be 'behind the prescribed line' before the car is released from its pit bay at the conclusion of a pit stop.
- iv) During any pit stop any Host TV broadcast crew member changing and/or adjusting any in car cameras will not be counted as part of that team's maximum of six (6) persons.
- v) Change of Drivers may only take place on the pit lane apron and under the supervision of the Officials.
- vi) If a car is being refuelled during a driver change and the driver change assistant is within one (1) metre of the re-fuelling fittings then the driver change assistant is required to be attired as per a re-fuelling person.

3.10.3 General

- i) If a car stops in pit lane before reaching, or passes its designated pit lane garage, the car may be pushed to and/or back to its pit bay area by members of its team.
- ii) A Pit Stop Procedure can be made up of any number of the following activities: Refuelling the car, Servicing / Repairs of the car, adjustments and any activity carried out on the pit apron.

Note: *Data downloading is not considered as servicing the car and is permitted during the re-fuelling component. If the data loading point is within one (1) metre of the re-fuelling fittings then that pit crew member must be attired as per a re-fuelling person.*

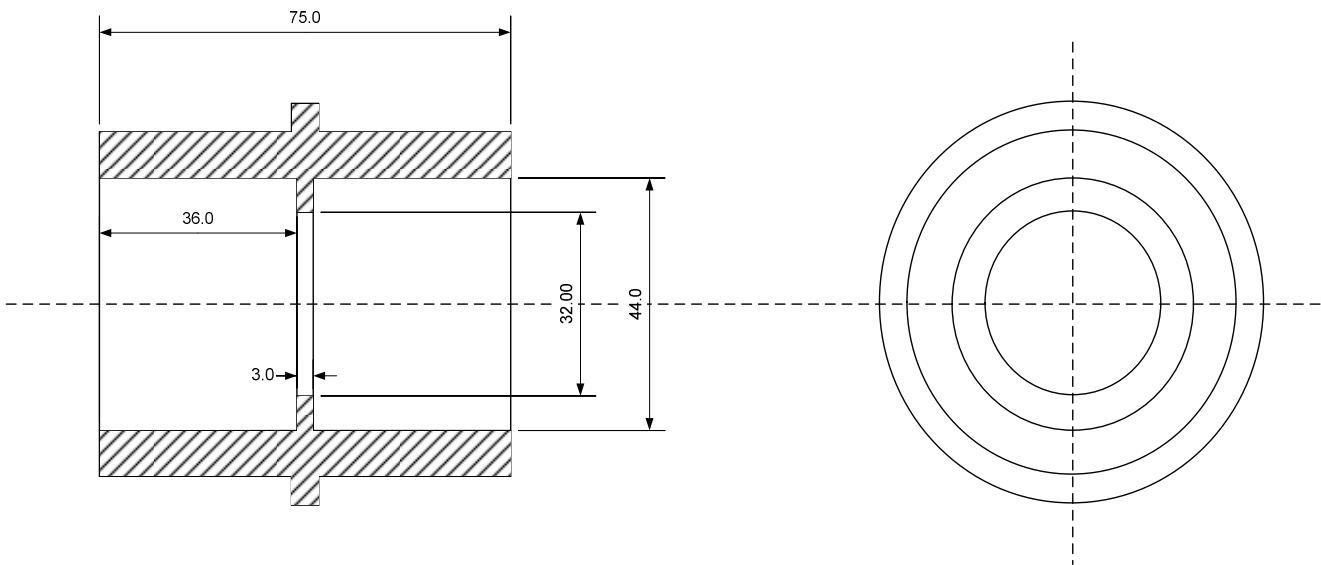
- iii) The order in which these activities are performed is free.



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- iv) At **NO** time are both activities to be performed at the same time. The first activity must be completed prior to the second activity beginning.
 - v) Other than the Car Controller, all personnel and equipment must be 'behind the prescribed line' before an activity will be deemed to have been completed. Only then can a new activity begin or the Car Controller can release the car.
 - vi) During the pit stop procedures the engine may remain running or be switched off. However, when preparing to rejoin the circuit, the car must start by its own means without any outside assistance.
 - vii) Equipment and personnel may only cross the 'prescribed line' into pit lane after the car has come to a complete stop within its pit area on the concrete apron. Once any equipment or personnel has crossed the 'prescribed line' an activity will be deemed to have commenced.
 - viii) During any activity, it is permitted to chock a wheel to prevent it from rolling. The car and the equipment used (other than personnel) to perform this function may remain in place during the entire pit stop procedure and do not have to be 'behind the prescribed line' before the second activity can begin. All personnel and equipment, including the chock, must be behind the 'prescribed line' before the car can be released by the Car Controller.
 - ix) Any car driving over another teams equipment or their own or others personnel may receive a penalty as determined by the Stewards of the Meeting.
 - xi) During any 12 Hour track session, all pit crew must be attired in a minimum of long pants whilst in pit lane unless they are directly involved with re-fuelling in which Item 3.10.4.i applies.

3.10.4 Refuelling the Car

- i) All re-fuelling equipment and apparel must comply as per Schedule N of the CAMS Manual of Motor Sport or as specified in the **Further Supplementary Regulations**.
- ii) At all times re-fuelling of the vehicle must only be carried out on the pit lane apron.
- iii) The maximum number of persons permitted to assist in refuelling the car is four (4).
- iv) At all times during the refuelling of the car, one (1) of the four (4) persons must act as the fire attendant and must be ready and located behind the RED prescribed line near the refuelling tower with a working fire extinguisher (not less than 4.5kg). The fire attendant must not participate in any other activities other than the duties of a fire attendant during the entire activity. In addition to the fire attendant, one (1) of the four (4) permitted persons must act as the fuel rig emergency cut-off valve attendant who will hold the valve of the refuelling rig open only during the refuelling operations and must not participate in any other activities other than the duties of an emergency cut-off valve attendant.
- v) Competitors must provide two (2) x up to date, tagged and fully functional dry chemical powder fire extinguishers (each of a minimum capacity of 4.5kg with 9kg fire extinguishers being strongly recommended) per car under their control. Note: One (1) 9kg fire extinguisher is not an acceptable alternative.
- vi) Smoking is not permitted in pit lane, the pit lane garages and/or the paddock during the meeting.
- vii) Refuelling towers must have a restrictor fitted between the exit of the refuelling rig hose and the dry-break coupling through which all fuel being transferred to the car must pass. The restrictor must be 75mm long, be circular in section and have a maximum internal diameter of 32.0mm. The 32.0mm restriction must be maintained for a distance of 3mm. The minimum internal diameter either side of the restriction is 44mm, maintained for 36mm. This restrictor must comply with the drawing as below:



- viii) At all times when filling or emptying refuelling towers in the pit lane garage all personnel must be fully attired in the apparel as per the current CAMS Manual of Motor Sport. Competitors must also ensure that a similarly attired attendant, with a 4.5kg fire extinguisher be present.
- ix) Each pit lane garage has two (2) earthing points indicated by a green square plate marked “Equipotential Bond Point”. This is the official and ONLY earthing point for the refuelling towers and team managers are responsible for ensuring that their rig is connected accurately.
- x) Each refuelling 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 refuelling tower will be subject to the approval of the Chief Scrutineer. It is not permitted to drill the concrete floor.

3.10.5 Servicing the Car

- i) Teams must use solid incompressible components capable of supporting the car in the event of a jacking system failure. These must be positioned under the car at all times while persons working on the car have any part of their body under any part of the car. This does not include wheel changing operations and brake pad changes, where the techniques involved do not require persons to place any part of their body under the car, other than hands and arms.
- ii) The maximum number of persons permitted to assist with servicing of a car at any one (1) time is six (6).
- iii) The maximum number of powered tools (hand or otherwise) used to loosen or re-tension the wheel nuts is two (2).
- iv) The only type of tool permitted, as referred to in Item 3.10.5.iii above, which is not hand powered, must only be Air or Nitrogen powered. Please Note: No battery operated power tools are permitted in pit lane.
- v) **For Classes D/E/F/G & I:** The use of any onboard car jacking systems is NOT permitted during the meeting. Each car must ONLY be lifted by the use of commercially available standard trolley jacks as approved by the Chief Scrutineer.
- vi) **For Classes D/E/F/G & I:** Only one (1) side of a car must be lifted at any time, so there must be two (2) tyres on the ground at all times during the pit stop. The front only – or rear only can be lifted at any time, as long as two (2) tyres are on the ground at all times. This rule only applies when the car is serviced in pit lane.



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- vii) Any person who crosses the 'prescribed line' and/or assists during the pit stop by passing or moving tools and/or components from the pit lane garage over the 'prescribed line' into pit lane shall be deemed as working on the car.
 - ix) Any person receiving components or tools rolled from pit lane over the 'prescribed line' into the pit lane garage shall not be deemed as working on the car.

3.11 Race Finish

The chequered flag signalling the end of the race will be displayed to the lead car the second (2nd) time it crosses the control line after 1812hours or;

- i) If the leading car is not running on the track at the time the race is scheduled to finish, the chequered flag shall be shown to the next placed car.
- ii) To be classified as a finisher a car must cross the control line on the circuit no later than four (4) minutes after the display of the chequered flag, or as otherwise determined by the Stewards of the Meeting.
- iii) All cars which have completed the race must proceed directly to the Parc Ferme area. Any breach of this regulation may result in exclusion from the Meeting.

3.12 Stopping the Race

As per the current CAMS Manual of Motor Sport with the following exception;

- i) If after 75% of the race time has elapsed, and the race is stopped by use of the red flag, if possible, the race shall be re-started and will continue until the scheduled finish time.



CHAPTER 4 – ADDITIONAL INFORMATION

4.1 Additional Flag Point

In addition to the flags shown at the control line, the following flags will be displayed at **FLAG POINT 19.2** drivers right hand side at the start of Conrod Straight;

Black Flag, Black Flag with Orange Disc and Bad Sportsmanship Flag

4.2 Yellow Flashing Lights

4.2.1 There are three (3) yellow flashing lights located at Turn 6 (Drivers Left), Turn 8 (Drivers Right) and Turn 9 (Drivers Right). These lights are a warning that there is a yellow, white, and/or yellow with red stripes flag sector ahead to Turn 10 (the Vista area). These lights are for information purposes only and do not have any regulatory purpose.

4.2.2 The yellow flashing lights located at Turn 10 (McPhillamy Park) and Turn 11 (Skyline) are a warning that there is a yellow, white, and/or yellow with red stripes flag sector ahead between Turn 10 (McPhillamy Park) and Turn 18 (Forrest Elbow). These lights are for information purposes only and do not have any regulatory purpose.

4.3 Restricted Areas

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

4.4 Waste Products

4.4.1 All competitors must be cognizant of the fact that **NO** waste of any nature may be tipped into the storm water drains located within the circuit environments.

4.4.2 All storm water drains lead directly to the Macquarie River and the Environmental Protection Agency (EPA) will be monitoring the situation in the lead up to and throughout the Meeting.

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

4.4.4 Competitors are advised that the EPA are taking an extremely proactive approach to this matter and you are put on notice that any infringement of this directive will result in action being taken by either the Organiser or the EPA or both.

4.4.5 Please note the EPA has the ability to prosecute offenders with heavy penalties.

4.4.6 The Organiser has provided an area for the disposal of waste oil and/or fluid products near the fuel tankers. This is not for the disposal of used car parts (i.e. oil filters etc). Other containers will be provided for these parts.

4.5 Press Conferences

4.5.1 Qualifying

Date and Time: Saturday 5th February following the Qualifying session

Location: Media Room, 1st Floor of the Media Centre

Attendance is compulsory for the **fastest driver in each Class**. Failure to be present for the Press Conference will result in a \$500 fine unless negated by the Stewards of the Meeting in exceptional circumstances.



4.5.2 Race

Date and Time: Sunday 6th February following the Podium Presentation

Location: Media Room, 1st Floor of the Media Centre

Attendance is compulsory by **all drivers that finish in outright positions 1st, 2nd and 3rd, and 1st place in each Class**. Failure to be present for the Press Conference will result in a \$500 fine unless negated by the Stewards of the Meeting in exceptional circumstances.



II. TECHNICAL

CHAPTER 1 – GENERAL

1.1 Fuel

- 1.1.1 The exclusive fuel supplier will be Race Fuels Pty Ltd, Mark Tierney (mtierney@racefuels.com.au) or 03 9686 8645.
- 1.1.2 The fuel supplied will be BP unleaded 98 Octane pump fuel and unleaded ELF LMS 102 Octane racing fuel from the fuel dump area.
- 1.1.3 All fuel used at the meeting MUST be supplied by Race Fuels Pty Ltd. Documentary evidence may be required.
- 1.1.4 Fuel will only be dispensed to each competitor in sealed 205 litre drums, each competitor must have a hand pump to transfer the fuel to any overhead refuelling tower.
- 1.1.5 Competitors must complete and send to Race Fuels Pty Ltd a Fuel Order form as available through the Administrator.
- 1.1.6 The price will be displayed at the bowser during the Event.

1.2 Tyres

1.2.1 GT Vehicles

- i) All vehicles in Class A, B & C must only be fitted with Michelin tyres as supplied by the following supplier:
European Technique
338 Swan St Richmond VIC 3121
Ph: 03 9428 5547 Fax: 9428 0839
- ii) With the exception of wear resulting from normal usage, all tyres must remain unmodified except as detailed below;
 - (a) A section of build up measuring a maximum of 50mm x 50mm may be removed from each tyre to allow the tyre tread depth to be measured at a maximum of eight (8) locations on any one (1) control tyre.
- iii) The number of tyres used for each automobile during each practice session is free.
- iv) A maximum of twenty eight (28) tyres, which may be used or new, must be marked/scanned for exclusive use on each automobile during qualifying and the race. It is the responsibility of the Competitor to present all tyres for marking/scanning within one (1) hour after completion of the final practice session.
- v) Wet weather tyres are free in number.
- vi) Any competitor that uses more than the twenty eight (28) tyres allocated will receive a minimum of a one (1) lap penalty per tyre or any other penalty as determined by the Stewards of the Meeting for the extra tyres used.
- vii) Tyre heating/retention devices and chemical treatments are strictly prohibited.
- viii) It is prohibited to fit marked tyres to any other vehicle for the duration of the Meeting.



1.2.2 Production Vehicles

- i) Vehicles in Classes D, E, F, G & I must only use R Spec Tyres as published on the Production Car Tyre List for Group 3E and detailed in the current CAMS Manual of Motor Sport or as specifically approved and advised by CAMS for this Event only.
- ii) The number of tyres used for each automobile during each practice session is free.
- iii) A maximum of sixteen (16) tyres, which may be new or used, must be marked for exclusive use on each automobile during qualifying and the race. It is the responsibility of the Competitor to present all tyres for marking within one (1) hour after completion of the final practice session.
- iv) Any competitor that uses more than the sixteen (16) tyres allocated will receive a minimum of a one (1) lap penalty per tyre or any other penalty as determined by the Stewards of the Meeting for the extra tyres used.
- v) Tyre heating/retention devices and chemical treatments are strictly prohibited.
- vi) It is prohibited to fit marked tyres to any other vehicle for the duration of the Meeting.

1.2.3 MINI Challenge Vehicles

- i) Vehicles in Class H must only use tyres as published in the 2011 MINI Challenge Sporting & Technical Regulations.
- ii) The number of tyres used for each automobile during each practice session is free.
- iii) A maximum of sixteen (16) tyres, which may be new or used, must be marked for exclusive use on each automobile during qualifying and the race. It is the responsibility of the Competitor to present all tyres for marking within one (1) hour after completion of the final practice session.
- iv) Any competitor that uses more than the sixteen (16) tyres allocated will receive a minimum of a one (1) lap penalty per tyre or any other penalty as determined by the Stewards of the Meeting for the extra tyres used.
- v) Tyre heating/retention devices and chemical treatments are strictly prohibited.
- vi) It is prohibited to fit marked tyres to any other vehicle for the duration of the Meeting.

1.3 Parity

For Classes A/B & C: All entries that comply with the 2011 Australian GT Sporting & Technical Regulations will compete at the Australian GT Parity Level 1, to be published within 14 days of Round 5 of the Australian GT Championship at the Bathurst 1000, October 7-10 2010.

All invitational non-AGT eligible entries (post 2009 FIA GT3 specification cars) will be Paritised at the October FIA GT3 Level 1.

To balance performance, all non-AGT eligible invited cars will be subject to fuel balls being added to the fuel tank to limit the fuel capacity and increase the number of pit stops required.



CHAPTER 2 – PERMITTED MODIFICATIONS

For Classes D/E/F/G & I

2.1 Brake Ducts

- 2.1.1 It is permitted to fit a single duct to the braking system of each front wheel of an automobile, solely to direct ambient air from an existing unmodified opening in the standard front bumper bar to the front brake rotor. Blanking plates, covers or fog lights (and associated hardware) located in the lower section of the standard front bumper may be removed to provide cooling air for these ducts. These brake ducts must be wholly contained within the external shape of the standard bodywork and must not be visible when viewed from the front of the automobile (except through any opening in the front of the duct).
- 2.1.2 Each duct must not exceed 80mm inside diameter at a point no more than 150mm from the external surface of the standard front bumper bar.
- 2.1.3 The Chief Scrutineer will be the final arbiter with regard to the compliance of brake ducts with this regulation and any decision in this regard will not be the subject of any protest or appeal.

2.2 Oil Coolers

- 2.2.1 Each automobile may be fitted with oil coolers and necessary accessories required for their operation for the following items; engine, gearbox, power steering or any final drive unit. No pumps, coolers or fluid lines for these coolers may be mounted inside the cockpit.
- 2.2.2 The final installation of these oil coolers and related accessories will be subject to prior approval by the Chief Scrutineer.

2.3 Pressure Monitoring Data Monitor

- 2.3.1 Each forced induction automobile must be fitted with a pressure monitoring data logger as detailed below:

Make/Model: Motor Sport Electronics – MSE /VMS95 Boost Monitor
Supplier: Motor Sport Electronics Pty Ltd
Ph: +61 2 4648 0030
Mob: 0402 102 552
www.msedata.com.au
- 2.3.2 Each pressure monitoring data logger must be installed in accordance with all instructions issued by the Chief Scrutineer and must remain fully operational to record the inlet manifold pressure of the automobile for the duration of all practice sessions, qualifying sessions and the race.
- 2.3.3 Access to the logged data recorded by the pressure monitoring data logger must be provided to the Chief Scrutineer at any time upon request.
- 2.3.4 The Chief Scrutineer is the sole arbiter with regard to the interpretation of any data and the determination of compliance of each automobile with the maximum manifold pressure listed in the automobile's homologation document. Any decision made by the Chief Scrutineer in this regard will not be the subject of any protest or appeal.

For Class H

2.4 Brake Pads

Brake pads are free.



2.5 Fuel Tank

Each car must be fitted with a dry-break refuelling system.



APPENDIX I - LIST OF ELIGIBLE VEHICLES

The following automobile models are eligible to compete in the respective classes of the 2011 Armor All Bathurst 12 Hour Meeting:

Class A - GT Championship					
Make	Model	CAMS/AGTSG Approved Homologation Document(s) & Specification	Make	Model	CAMS/AGTSG Approved Homologation Document(s) & Specification
Ascarì	KZ1 GT3	FIA GT3-018 01/01 VO, 02/01 ER	Ford	GT	FIA GT3-016
Aston Martin	DBRS9	FIA GT3-003 01/01 VO, 02/01 EVO, 03/01 ER, 04/02 ER, 05/01 VF, 06/02 EVO	Lamborghini	Gallardo	FIA GT3-004 01/01 EVO, 02/01 ER, 03/01 VF, 04/02 EVO, 05/01 ER
				Gallardo LP560*	
Audi	R8	FIA GT3-017 01/01 ER, 02/01 VF	Lotus	Exige GT3	FIA GT3-014
	R8-010*				
BMW	Alpina B6 GT3	FIA GT3-017	Maserati	Trofeo GSL	FIA GT3-001 01/01 ER
Chevrolet	Corvette Z06	FIA GT3-005	Mosler	MT900 GT3	Nat GT3-101 01/01 VO
Dodge	Viper	FIA GT3-002 01/01 EVO, 02/01 ER, 03/02 ER, 04/03 ER, 05/02 EVO	Porsche	911 GT3 R*	FIA GT3-025
				997 Cup S (Base Specification)	FIA GT3-015
Ferrari	F430	FIA GT3-009 01/01 EVO, 02/01 ER, 03/02 EVO		997 Cup S (Evo Specification)	01/01ER,02/02 ER,03/01VF,04/01 EVO

*This make/model has been deemed eligible for International entries only

Class B - GT Challenge					
Make	Model	CAMS/AGTSG Approved Homologation Document(s) & Specification	Make	Model	CAMS/AGTSG Approved Homologation Document(s) & Specification
Chevrolet	Corvette C5	Refer AGT	Maserati	Trofeo Light	Refer AGT
BMW	M3 GTR	Refer AGT	Porsche	GT3 Cup Car 997	Refer AGT
Dodge	Viper ACR	Refer AGT		GT3 Cup Car 996	Refer AGT
Ferrari	360 GT	Refer AGT		996 GT3 R	Refer AGT
	360 Challenge	Refer AGT		996 GT3 RS	Refer AGT
	430 Challenge	Refer AGT		996 GT3 RSR	Refer AGT
Lamborghini	Diablo GTR	Refer AGT			
Lotus	Elise M/sport 200	Refer AGT			



	(HDPE)		
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Class C - GT Production

Make	Model	CAMS/AGTSG Approved Homologation Document(s) & Specification	Make	Model	CAMS/AGTSG Approved Homologation Document(s) & Specification
Aston Martin	V8 Vantage N24	AGT	Lotus	Exige	AGT
Chevrolet	Corvette ZO6	AGT		Exige S	AGT
BMW	M3	AGT	Nissan	GTR R35	AGT
			Maserati	Trofeo	AGT

Class C - GT Production (Subject to prior approval by AGTSG/CAMS)

Make	Model		Make	Model	
Alfa Romeo	GT V6		Lotus	Elise	
Audi	TT RS Quattro			Exige Cup 260	
BMW	Z4		Mazda	RX-8 GT	
Chevrolet	Camaro 2010 SS		Mercedes Benz	CL65 AMG	
Ford	Mustang FR 500C		Nissan	GTR R35 VSPEC	
Jaguar	XKR			350 Z	
Lotus	GT4			370 Z	
	240		Porsche	Cayman	
	260			996 GT3 Clubsport	
				997 GT3 Clubsport	

- Notes:
- Classes A/B/C – GT Championship/GT Challenge/GT Production: For automobiles complying with the CAMS 2011 Australian GT Championship Sporting and Technical Regulations, except as otherwise detailed in the 2011 Armor All Bathurst 12Hour Supplementary Regulations and Further Supplementary Regulations.
 - International and Invitational GT3 homologated entries not on the Eligibility list as detailed in Appendix I – List of Eligible Vehicles (Class A GT Championship) will be considered upon application and be subject to approval by AGT and CAMS. Any vehicles accepted and approved will also be subject to the Event parity adjustments.
 - Some makes/models may have additional CAMS/AGTSG approved sporting variant changes in addition to the approved documents listed above. Refer to AGT (CM) for the full vehicle homologation specification document for each marque.
 - Each automobile must remain in compliance with the provisions of the CAMS/AGTSG Approved homologation documents and these Event regulations at all times.
 - Class C – GT Production: Other closed production automobiles which have no more than one door on each side, a minimum of two seats and are produced by an internationally recognised manufacturer may be added to the List of Eligible Vehicles subject to application and approval by AGT and CAMS.



Class D – Production (High Performance AWD)

Make	Model	Designation	Make	Model	Designation	
Alfa Romeo	Brera	JTS Q4	Subaru	Liberty GT	B-4	
	159	JTS Q4		Impreza WRX STi		G-2 MY02-06
Audi	S3	8P				G-2 MY07
Mazda	6 MPS	6A				G-3 MY08
Mitsubishi	Lancer Evo VIII	RS	Volkswagen	Passat R36	3C	
	Lancer Evo IX	GSR		Golf R32	1K	
	Lancer Evo IX	RS	Volvo	S40 T5 AWD	M Series	
	Lancer Evo X	RS				

Class E – Production (High Performance RWD)

Make	Model	Designation	Make	Model	Designation
BMW	335i	E90/E92	Ford	FG – FPV	F6
	135i	E87		Holden	VY – HSV
Ford	BA Mk I/II – FPV	F6 Typhoon	VZ – HSV		GTO Coupe
	BF Mk I/II – FPV	F6 Typhoon	VX - HSV		GTS
	R Spec – FPV	F6 Typhoon	VY Series II – HSV		GTS
	BA Mk I/II – FPV	GT/GT-P	VY Series II – HSV		R8
	BF Mk I/II – FPV	GT/GT-P	VZ – HSV		R8 Clubsport
	FG – FPV	GT/GT-P	VE - HSV		R8 Clubsport
			VE - HSV		Clubsport Tourer

Class F – Production (Performance)

Make	Model	Designation	Make	Model	Designation
Alfa Romeo	147	GTA	Ford	Focus	XR5
	156	GTA		HSV	VXR
	GT		Holden	VY	SS/SV
Audi	TT Coupe	8J		VZ	SS/SV
BMW	130i	E87		VE	SS/SV
	AU	XR8		VE	Sportswagon SS
	BA Mk I/II	XR8		Jaguar	X Type
	BF Mk I/II	XR8	Mazda	3 MPS	3A
	FG	XR8	Renault	Megane RS225	X84
	BA Mk I/II	XR6 Turbo		Megane R26	X84
	BF Mk I/II	XR6 Turbo	Volkswagen	Golf GTi	1K
FG	XR6 Turbo	Volvo	C30	T5	



Class G – Production (Sport)

Make	Model	Designation	Make	Model	Designation
Dodge	Caliber	PM	Mercedes	C200K	204
Holden	Astra Sri Turbo	AH	Mini	Cooper S	R50
Honda	Civic	Type R			R53
	Integra	Type R	Peugeot	207	GTi
		Type S	Toyota	Celica	SX
Hyundai	Tiburon	MY02-08		Corolla	Sportivo
Ford	Mondeo	XR5	Renault	Clio	197
Lexus	IS250	IS 20 SER	Skoda	Octavia	RS
Mercedes	A200T	169	Volkswagen	Golf	GT
	B200T	245			

Class H – MINI Challenge

Make	Model	Designation	Make	Model	Designation
Mini	Cooper S JCW	R56 Challenge	Mini	Cooper S JCW	R53 Challenge

Class I – Invitational

Make	Model	Designation	Make	Model	Designation
Ford	Shelby Mustang	GT500	Nissan	370Z	Coupe

Notes:

1. Class H – MINI Challenge: For automobiles complying with the CAMS 2011 Australian MINI Challenge Series Sporting & Technical Regulations, except as otherwise detailed in the 2011 Armor All Bathurst 12 Hour Supplementary Regulations and Further Supplementary Regulations.
2. Any make/model that is not listed, excluding GT classes, may be considered for inclusion into the table of Eligible Automobiles following application to the Event Organiser and subject to each make/model meeting all eligibility requirements of the CAMS Group 3E Regulations.
3. Individual classification of any make/model is subject to change by CAMS.



APPENDIX II – MARKINGS ON AUTOMOBILES

All automobiles must comply with the following. The Event Sponsor decals will be supplied to Competitors by the Administrator during Event registration on Wednesday, 2nd February 2011.

- 1 The windscreen strip of all vehicles is to be left vacant for the Event Naming Rights partner. 200mm from bottom of strip to top of windscreen.
- 2 The side number panels are to be the following; white panels 260 mm high x 380 mm wide and placed 10mm to 20mm back from the front door line.
- 3 The competition numbers are to be black letters - 180mm high x 300mm wide and in the type face "Maiandra GD Bold Italic".
- 4 The class of the vehicle entered should be placed on the bottom right hand side of the number panel – 100mm high and in Maiandra GD Bold Italic. For Example "A". Refer to Appendix I for all the Class letters.
- 5 A panel above the side number panel is to be left vacant for the Event partner. 500mm x 120mm.
- 6 The front and rear number plate areas are to be left vacant for Class sponsors. 400mm x 130mm.
- 7 The front windscreen number and class letter is to be in day glo yellow - Helvetica Bold 150mm high – to be placed 25mm from the side of the windscreen and 25mm below the bottom of the windscreen strip.
- 8 The rear windscreen number and class letter is to be in day glo yellow - Helvetica Bold 150mm high – to be placed 25mm from the top of the rear windscreen and in the centre of screen.
- 9 All drivers names are to placed on the rear side windows in Helvetica bold white in a size as needed to fit.
- 10 Sign Event Pty Ltd are the official sign writing supplier for the meeting.
- 11 Competitors may supply their own signage as listed above.
- 12 Competitors may contact Sign Event to arrange all the signage as listed above - Mark Weissel: (07) 5529 2650 or Mobile: 0418 737 935.



APPENDIX II - RESERVED SIGNAGE DIAGRAM

