



Armor All Bathurst 12 Hour

Mount Panorama - Bathurst

24th to 26th February 2012

12 Hour Event Supplementary Regulations

CAMS Permit No: 812/2802/01





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ARMOR ALL BATHURST 12 HOUR

12 Hour Supplementary Regulations
24th to 26th February 2012

I. SPORTING

CHAPTER 1 – SPECIFIC MEETING REGULATIONS

1.1 Meeting Title & Date

Armor All Bathurst 12 Hour
24th – 26th February 2012

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

1.2.4 Insurance for this event shall be provided in accordance with Appendix I of the 2012 CAMS Manual of Motor Sport.

1.3 Administration & Meeting Staff

1.3.1 National Sporting Authority (ASN):

CAMS
PO Box 147
Caulfield East Victoria 3145

T: +61 (0)3 9593 7777 F: +61 (0)3 9593 7700 E: info@cams.com.au

1.3.2 Organiser:

Yeehah Events Pty Ltd
PO Box 309
Red Hill Queensland 4059

T: +61 (0)7 3315 2499 F: +61 (0)7 3315 2499 E: enquiries@bathurst12hour.com.au

1.3.3 Organising Committee:

James O'Brien, Doug Patterson, Aaron McGill, Stephen Preece, David Kidd

For contact with the Organising Committee please contact the Administrator:

Aaron & Angela McGill

PO Box 139
Mittagong NSW 2575



T: +61 (0)2 4872 2622

F: +61 (0)2 4872 2622

E: administrator@bathurst12hour.com.au

1.3.4 CAMS Appointed Officials:

Stewards of the Meeting:

To be advised in the Further Supplementary Regulations

Race Director:

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 Coordinator:

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

12hr Technical Director:

Craig Hasted

Chief Starter:

Kerry Tunks

Chief Timekeeper:

Lisa Drayton

Competitor Relations Officer:

Neil Turner

Compliance Checker:

David Kidd

Judge/s of Fact Start:

To be advised by Bulletin at the Meeting

1.4 Circuit Details

Venue: Mount Panorama, Bathurst - Australia

Length: 6.213 km

Direction: Anti-clockwise

Track Density: 72 cars

1.5 Duration

12 Hours

1.6 Date and Time of Start

1.6.1 Sunday, 26th February **0630 hours**

1.6.2 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 unless they comply with 1.7.1 or 1.7.2 below. Each Driver must hold a minimum of a CAMS National Circuit (NC) competition licence unless noted otherwise against a particular event or specified otherwise in the Sporting Regulations for the relevant Championship/Cup/Series/Trophy etc or;

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



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- 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. Such Drivers and Competitors
- i) 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 minimum number of drivers per car entered is three (3) and the maximum is four (4).

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 list of Eligible Vehicles at Appendix I.
 - ii) Class D & E
For automobiles complying with the CAMS Group 3E Series Production Regulations and the **CAMS 2012 Australian Manufacturers Championship Sporting & Technical Regulations** except as otherwise detailed in these Supplementary Regulations.
 - iii) Class F
 - a) Commodore Cup
For automobiles complying with the CAMS Group 3D Commodore Cup and the **CAMS 2012 Commodore Cup Series Sporting Regulations** except as otherwise detailed in these Supplementary Regulations. Allowable modifications are listed in Item II. Technical Chapter 2 – Permitted Modifications.
 - b) V8 Ute
For automobiles complying with the CAMS Group 3E Series Production Regulations and the **CAMS 2012 V8 Ute Series Sporting & Technical Regulations** except as otherwise detailed in these Supplementary Regulations. Allowable modifications are listed in Item II. Technical Chapter 2 – Permitted Modifications.
 - c) Saloon Car
For automobiles complying with the CAMS Group 3K Saloon Cars and the **CAMS 2012 Saloon Car Series Sporting Regulations** except as otherwise detailed in these Supplementary Regulations. Allowable modifications are listed in Item II. Technical Chapter 2 – Permitted Modifications.
 - iv) Class I1, I2 & I3
For automobiles complying with these Sporting Regulations and the Technical Regulations for the **2012 Dubai 24 Hour**, 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 July 2011

1.10.2 **Closing date:** 23rd December 2011

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 139

Mittagong NSW 2575

T: +61 (0)2 4872 2622 F: +61 (0)2 4872 2622

E: administrator@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 Standalone Entry Fees:

International: (All classes)	\$11,000 AUD
Australian: (Classes A, B & C)	\$11,000 AUD
(Classes D to I)	\$7,700 AUD

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: **Yeegah 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 **Yeegah Events Pty Ltd** and posted directly to the Administrator as per 1.10.4 above.

1.10.7 International Entry Fee/ Sea Freight Packages:

Per car in shared 40ft container from Europe (Main European Ports):	10,000 EUR
Per car in shared 40ft container from United Arab Emirates (Dubai Port):	8,000 EUR
Per car in shared 40ft container from New Zealand (Auckland Port):	\$11,000 AUD

i) International Entry Fee/Freight Packages from Europe and UAE are being organised by Creventic with contact details as follows:
Contact Daphne Gengler, Info@creventic.com, tel +31 485 471166



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- ii) International Entry Fee/Freight Packages from New Zealand are organised by Gibson Freight with contact details as follows: Brett Lawrence email: Brett.Lawrence@gibsonfreight.com.au or phone: +61 (0)410 614 283
 - iii) Sea freight from other sea ports, along with air ports, can be organised on request.

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 30th December 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.
- 1.11.4 The event organiser reserves the right to refuse any entry in accordance with NCR 83.

1.12 Accreditation

- 1.12.1 No accreditation will be issued until all fees are paid in full. All accreditation is to be collected from the 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
 - iii) Four (4) x **Competitor Car park** vehicle passes. The Competitors Car Park is located on the inside of the Circuit to the rear/south of the Paddock (these passes do not permit access to the Paddock).
 - iv) Transporters do not require vehicle passes affixed to the vehicle.
- 1.12.3 The **Accreditation Centre** is adjacent to the entrance gates in Harris Park. The Accreditation Centre opening times are as follows:

Wednesday 22 nd February	0900hrs – 1700hrs
Thursday 23 rd February	0700hrs – 1700hrs
Friday 24 th & Saturday 25 th February	0600hrs – 1900hrs
Sunday 26 th February	0530hrs – 1200hrs



1.13 Circuit Access

Access to the track and paddock area will be available from **0900hrs Wednesday 22nd February 2012 through until 0830hrs on Monday 27th February 2012**. All transporters and trailers should be at the track **no later than 1700hrs Wednesday 22nd 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, 27th February the circuit will be closed from 0830hrs. **Egress from the Paddock area must be completed by 0830hrs Monday 27th February 2012.**

1.14 Paddock Area

1.14.1 Paddock allocation will be at the discretion of the Organiser. 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.

1.14.2 Each vehicle entered will be allocated a space of approximately 25m (L) x 4m (W) in the Paddock within close proximity to their respective Garage. This space is allocated for each team's respective transporter or container as applicable. Vehicles with a 'Paddock' vehicle pass may park in the designated area on the back batter of the Paddock. Vehicles without a 'Paddock' or 'Paddock Transit' vehicle pass are not permitted to enter the Paddock and if found in the Paddock, such vehicles will be towed at the owner's expense. Details of the towing company and compound will be available from the Event Management Office located at Tower 1 of level 1.

1.14.3 All competitors are advised that the paddock gates are secured of a night, with roving security in place, however teams are responsible for the security of their own vehicles and equipment.

1.14.4 Camping is strictly prohibited throughout the circuit other than in the designated campground area. Should you wish to camp at the Event, you must hire a site by contacting Carolyn Sharman from Bathurst Regional Council on 02 6333 6158. Information regarding the campground operation can be found on the designated page of the official Event website.

1.14.5 There is to be strictly **no smoking** in the paddock area. A \$500 fine applies to any offenders.

1.14.6 A 10kph speed limit applies in the paddock area at all times.

1.14.7 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.

1.15 Race Control Electronic Communications

1.15.1 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.

1.15.2 It will be compulsory for all teams to have a team member to monitor the race control electronic email system.

1.15.3 Teams are required to provide a laptop or other personal computer for the purposes of communicating with Race Control with up to date Anti Virus and Spyware software installed. All teams will also be required to provide an ethernet patch lead to enable them to plug into the ADSL socket in the garages.

1.16 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.

1.17 Communication to/from Automobile

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

1.17.2 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.

1.17.3 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.

1.18 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

1.19 Telemetry

The use of telemetry is forbidden.

1.20 Rear Window Blue Light

With exception to vehicles in classes A, B & C, all vehicles competing in the 12 Hour Race will be required to carry a 'blue light' in the rear window of their vehicle and it must be laminated at all times the vehicle is on the circuit as a safety measure when approached by quicker cars. Lights can be purchased from Racer Industries for \$210 each plus GST contactable on Tel: +61 (07) 5591-8198 or sales@racer-industries.com Racer Industries can also provide an optional roll cage mount for \$80 plus GST (meeting CAMS requirements). Lights must be pre ordered to ensure availability at the Circuit.



CHAPTER 2 – DRIVER REQUIREMENTS

2.1 Eligible Drivers

For Classes A, B & C a maximum two (2) seeded drivers are permitted to participate per vehicle entered. A seeded driver is generally recognised as a well credentialed professional or semi-professional driver, under the age of 55. All drivers in Classes A, B & C must submit their record of achievements to the Organiser for classification before any entry will be accepted into the Event. The Organising Committee will be the sole arbiter with respect to driver seeding.

2.2 Change of Driver

No change of driver nominations will be permitted after 1700hrs on Wednesday 22nd February 2012 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 drivers 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 25th February 2012**. 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 23rd February 2012 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 23rd February 2012 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 24th February 2012 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 Motor Sport.
- 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



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- a) The fuel hose operator
 - b) The additional fuel hose operator
 - c) The fire extinguisher operator
 - d) Emergency cut-off valve attendant (the dead man handle operator)
- 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 23rd February 2012 from 0900hrs to 1700hrs

3.3.2 **Location:** Own Pit Lane Garage, once the car has been checked it is to be taken to the scrutiny bay to be weighed as per item 3.3.4.

3.3.3 All items listed in **II Technical** must be in place **prior** to the scrutiny checking.

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 24th February 2012 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 removed from the race car and laid out at the rear of the pit lane garage (paddock side) for marking 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 23rd February 2012 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 23rd February 2012.**



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- 3.4.2 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.

3.5 Start Procedure

- 3.5.1 The start procedure for this race will be as detailed in the RMSR – Championship Rolling Start, 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

- 3.6.1 The grid position for a three (3) driver 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.
- 3.6.2 The grid position for a four (4) driver car will be determined by the sum of the three (3) slowest lap times achieved during qualifying by each of the drivers nominated to drive that car during the race.
- 3.6.3 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. 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 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 3.7.5, 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 3.7.2, any replenishment of oil or water outside the pit lane is forbidden.



- 3.7.5 Any car that has stopped on the circuit and is returned to the scrutiny bay by officials will have the option to either;
- i) withdraw the car from the meeting, to be made in writing to the Secretary of the Meeting
 - ii) 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

3.9.4.1 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 and subsequent adjudged breaches – the penalty will be a fine of \$150.00 per breach.
- ii) During Racing:
For each adjudged breach - a drive through penalty.



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

- i) Penalties will be applied for any breach as per the CAMS Manual of Motor Sport.

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.
- iv) Any fuel transfer to/from the vehicle which is conducted outside the scheduled on-track sessions is permitted in the pit lane garage.
- v) During **ANY** fuel transfer (car to container, container to car, container to container, container to tower, tower to container, tower to car etc) all persons involved in the transfer or within one (1) metre of the re-fuelling fittings must comply with article 3.10.4 i) of these regulations.

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.
- 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 the front area of the car in view of the driver" 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) Change of Drivers may only take place on the pit lane apron and under the supervision of the Officials.
- v) 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 item 3.10.4 i) of these regulations.

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

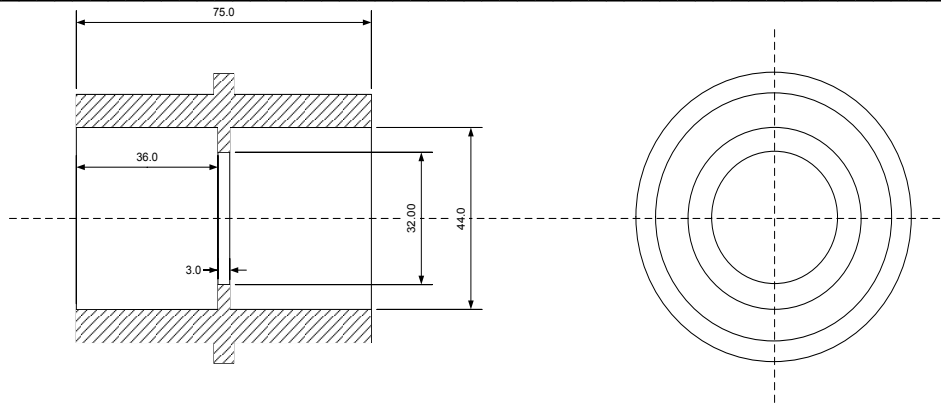


chock, must be behind the 'prescribed line' before the car can be released by the Car Controller.

- 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.
- x) During any 12 Hour track session, all pit crew must be attired in at minimum of long pants whilst in pit lane unless they are directly involved with re-fuelling in which Item 3.10.4.i) applies.
- xi) Team data downloading personnel, host TV broadcast crew members (changing and/or adjusting any in car cameras) and tyre company tyre technicians (inspecting or taking tyre temperatures) will not be counted as part of the team's pit stop personal. These operations may be carried out at any time during a pit stop, but if during refuelling of the car and within one (1) metre of the re-fuelling fittings then that person must be attired as per Item 3.10.4 i) of these regulations.

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.
- xi) The overhead refuelling rig shall comply with Schedule N, except that if a vehicle has been specifically approved by CAMS to be fitted with other than a Siamese coupling, the inlet and vent hoses may be separate.

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 to 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.



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- vi) **For Classes D to 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.
 - 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.

3.10.6 Pit Stops

- i) No automobile is permitted to stop in the pit lane other than in its designated pit bay apron at any time.

3.11 Race Finish

3.11.1 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 1829 hours 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.

3.13 Parc Ferme

Each vehicle at the conclusion of each qualifying session and race must proceed to the scrutiny bay area for parc ferme.

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 25th 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 26th 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 Fuel shall be exclusively as supplied by the organiser via Race Fuels Pty Ltd, Mark Tierney (mtierney@racefuels.com.au) or 03 9686 8645.



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- 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 200 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 Classes A, B, C & I

- i) All vehicles in Class A, B, C & I must only be fitted with Michelin tyres as supplied by the following supplier:

European Technique

338 Swan St Richmond VIC 3121

Ph: +61 (0)3 9428 5547 Fax: +61 (0)3 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 forty (40) 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 forty (40) 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.
- ix) All vehicles will be permitted to choose from the following three (3) slick tyre compounds available from the Michelin supplier as listed in 1.2.1 i). where available for that particular vehicle;
 - 7 compound
 - 8 compound



- 9 compound
- x) Each tyre fitted to a particular automobile must be the same type (see note below). In the case of automobiles which are homologated with different size rims on the front and rear axles, both tyres on the same axle must be of the same type.

Note: the term 'Type' refers to the size, construction and compound of a given tyre.

1.2.2 **Classes D & E**

- i) Vehicles in Classes D, E, must only use tyres as published on the Production Car Tyre List for Group 3E and detailed in the current CAMS Manual of Motor Sport.
- 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) If during the race the track is declared "**WET**" then dedicated wet weather tyres may be used then the number used is free. Once the track reverts back to being "**DRY**" then the tyre number reverts back to 1.2.2 iii).
- vi) Tyre heating/retention devices and chemical treatments are strictly prohibited.
- vii) It is prohibited to fit marked tyres to any other vehicle for the duration of the Meeting.

1.2.3 **Class F**

- i) Vehicles must only use tyres as per their relevant Sporting or 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) If during the race the track is declared "**WET**" then dedicated wet weather tyres may be used then the number used is free. Once the track reverts back to being "**DRY**" then the tyre number reverts back to 1.3.2 iii).
- vi) Tyre heating/retention devices and chemical treatments are strictly prohibited.
- vii) It is prohibited to fit marked tyres to any other vehicle for the duration of the Meeting.



1.3 Balance of Performance (BOP)

1.3.1 Reference to the BOP figures is from the 2011 Blancpain Endurance Series.

1.4 Noise

The maximum noise emission permitted from any vehicle shall be as detailed in the CAMS Race Meeting Standing Regulations.

1.5 Window Net

Each automobile shall be fitted with a window net in accordance with Schedule I.

CHAPTER 2 – REQUIREMENTS & PERMITTED MODIFICATIONS

2.1 For All Classes

2.1.1 Brake Pads & Discs

The material compound and source of supply for brake pads are free so long as they comply with all other requirements as outlined in the Homologation document of each particular automobile.

The brand and source of supply of brake discs are free as long as they comply with all size and material requirements as outlined in the Homologation document of each particular automobile.

2.1.2 Fuel Tank

2.1.2.1 **Class A** any cars that have a FIA Homologated dry break system that is **not** the approved “CAMS” Siamese dry break system will need to submit evidence and seek approval from the Technical Director.

2.1.2.2 **All** other vehicles must comply with the requirements from Schedule N of the CAMS Manual for dry break fuel systems.

2.1.2.3 The fuel system capacity may be increased to 100ltrs. Note – for any automobile the maximum fuel system capacity is 100ltrs.

2.1.3 Class A to F Permitted Modifications & Evolution Upgrades

2.1.3.1 Each automobile must run in accordance with their FIA/CAMS approved Homologation document. No modifications are allowed unless expressly permitted by the Organisers. Evolution upgrades not currently listed on the List of Eligible Vehicles will be not considered.

2.1.3.2 The onus is on the Competitor to supply to the Technical Director a copy of the vehicle Homologation documents when requested.

2.2 For Classes A, B, C & F

2.2.1 BALLAST

Any ballast requested to be fitted for BOP measures must be securely fitted within the cockpit of the automobile as defined in the CAMS Manual of Motor Sport so as to not hinder the cockpit exit or driver’s visibility. Ballast must be covered by a rigid protective material and must be able to be sealed by the Scrutineers.

2.3 For Classes D, E & I

2.3.1 Brake Ducts

2.3.1.1 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).

2.3.1.2 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.

2.3.1.3 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.

2.3.2 Oil Coolers

2.3.2.1 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.

2.3.2.1 The final installation of these oil coolers and related accessories will be subject to prior approval by the Chief Scrutineer.

2.3.3 Pressure Monitoring Data Monitor

2.3.3.1 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

2.3.3.2 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.

2.3.3.3 Access to the logged data recorded by the pressure monitoring data logger must be provided to the Chief Scrutineer at any time upon request.

2.3.3.4 The Technical Director and Chief Scrutineer are 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 Technical Director and Chief Scrutineer in this regard will not be the subject of any protest or appeal.



APPENDIX I - LIST OF ELIGIBLE VEHICLES

2012 ARMOR ALL BATHURST 12 HOUR CLASS STRUCTURE & VEHICLE ELIGIBILITY LIST (Correct as at 01 July 2011)

The following automobile models are eligible to compete in the respective classes of the 2012 Bathurst 12 Hour Meeting:

CLASS A - GT3 OUTRIGHT			
Make	Model	FIA/CAMS Homologation Document(s) & Specification	Balance of Performance
Ascari	KZ1 GT3	FIA GT3-006 04/01 EVO	Refer 2011 Blancpain Endurance Series BOP (BES)
Aston Martin	DBRS9	FIA GT3-003	Refer 2011 Blancpain Endurance Series BOP (BES)
Audi	R8	FIA GT3-017 01/01 ER, 02/01 VF	
Audi	R8-LMS	FIA GT3-017 04/01 EVO, 06/01 VO, 07/02VF, 05/03 ER, 03/02 ER	Refer 2011 Blancpain Endurance Series BOP (BES)
BMW	Alpina B6 GT3	FIA GT3-018	Refer 2011 FIA GT3 European Championship BOP
BMW	E89 Z4	FIA GT3-023 02/02 ER, 01/01 ER	Refer 2011 Blancpain Endurance Series BOP (BES)
Chevrolet	Corvette Z06 GT3	FIA GT3-005	Refer 2011 Blancpain Endurance Series BOP (BES)
Chevrolet	Corvette Z06R GT3	FIA GT3-026	Refer 2011 Blancpain Endurance Series BOP (BES)
Dodge	Viper Coupe	FIA GT3-002 01/01 EVO, 02/01 ER, 03/02 ER, 04/03 ER, 05/02 EVO	Refer 2011 Blancpain Endurance Series BOP (BES)
Dodge	Viper Series 2	FIA GT3-020	Refer 2011 Blancpain Endurance Series BOP (BES)
Ferrari	F430	GT3-009 01/01 EVO, 02/01 ER, 03/02 EVO	Refer 2011 Blancpain Endurance Series BOP (BES)
Ferrari	F430 Scuderia	FIA GT3-009 05/03 ER	Refer 2011 Blancpain Endurance Series BOP (BES)
Ferrari	F458	FIA GT3-029	Refer 2011 Blancpain Endurance Series BOP (BES)
Ford	GT (2007)	FIA GT3-011	Refer 2011 Blancpain Endurance Series BOP (BES)
Ford	GT (2008)	FIA GT3-016 07/01 VO	Refer 2011 Blancpain Endurance Series BOP (BES)
Ford	Mustang FR500CGT	FIA GT3-010	Refer 2011 Blancpain Endurance Series BOP (BES)
Ford	Mustang VDS GT3	FIA GT3-027 01/01ER	Refer 2011 Blancpain Endurance Series BOP (BES)
Jaguar	XKR	FIA GT3-012 02/01 EVO, 01/01 ER	Refer 2011 Blancpain Endurance Series BOP (BES)
Jaguar	XKR S	FIA GT3-021	Refer 2011 Blancpain Endurance Series BOP (BES)
Lamborghini	Gallardo	FIA GT3-004 01/01 EVO, 02/01 ER, 03/01 VF, 04/02 EVO, 05/02 ER	Refer 2011 Blancpain Endurance Series BOP (BES)
Lamborghini	Gallardo	FIA GT3-024 04/03 ER, 03/01 VO, 02/02 ER, 01/01 ER	Refer 2011 Blancpain Endurance Series BOP (BES)
Lamborghini	LP 600 (2010)	FIA GT3 TRA	Refer 2011 Blancpain Endurance



			Series BOP (BES)
Lotus	Exige GT3	FIA GT3-014	Refer 2011 Blancpain Endurance Series BOP (BES)
Maserati	Grand Sport Light	FIA GT3-001 01/01 ER	Refer 2011 Blancpain Endurance Series BOP (BES)
McLaren	MP4-12C	FIA GT3 TBA	Refer 2011 Blancpain Endurance Series BOP (BES)
Mercedes Benz	SLS AMG GT3	FIA GT3-028	Refer 2011 Blancpain Endurance Series BOP (BES)
Morgan	Aero V8	FIA GT3-013	Refer 2011 Blancpain Endurance Series BOP (BES)
Morgan	Aero Super Sport	FIA GT3-022	Refer 2011 Blancpain Endurance Series BOP (BES)
Mosler	MT900 GT3	Nat-GT3-101 02/01 EVO	RPM 6700 Restrictors 2 x 32.3
Nissan	GTR	FIA GT3 TBA	Refer 2011 Blancpain Endurance Series BOP (BES)
Porsche	GT3 Cup S (Base Specification)	FIA GT3-015	Refer 2011 Blancpain Endurance Series BOP (BES)
Porsche	GT3 Cup S (Evo Specification)	FIA GT3-015 01/01ER, 02/02 ER, 03/01VF,04/01 EVO	Refer 2011 Blancpain Endurance Series BOP (BES)
Porsche	997 GT3 Cup	FIA GT3-007	Refer 2011 Blancpain Endurance Series BOP (BES)
Porsche	997 GT3 R	FIA GT3-025 08/03 ER, 07/04 VF, 06/02 ER, 05/03 VF, 04/01 ER, 03/01 VO, 02/02 VF, 01/01 VF	Refer 2011 Blancpain Endurance Series BOP (BES)

CLASS B - GT 3			
Make	Model	FIA/CAMS Homologation Document(s) & Specification	Balance of Performance
Chevrolet	Corvette C5	Refer CAMS	
BMW	M3 GTR	Refer CAMS	
Dodge	Viper ACR	Refer CAMS	
Ferrari	360 GT	Refer CAMS	
Ferrari	360 Challenge	Refer CAMS	
Ferrari	430 Challenge	Refer CAMS	
Lamborghini	Diablo GTR	Refer CAMS	
Lotus	Elise M/sport 200 (HDPE)	Refer CAMS	
Maserati	Trofeo Light	Refer CAMS	
Porsche	997 GT3 Cup	Refer CAMS (MYOB 06-09)	
Porsche	996 GT3 Cup	Refer CAMS (MYOB 03-05)	
Porsche	996 GT3 R	Refer CAMS	
Porsche	996 GT3 RS	Refer CAMS	
Porsche	996 GT3 RSR	Refer CAMS	

CLASS C – GT4			
Make	Model	FIA/CAMS Homologation Document(s) & Specification	Balance of Performance
Alfa Romeo	GT V6	TBA SRO	
Aston Martin	V8 Vantage N24	TBA SRO	
Aston Martin	V8 Vantage GT4	TBA SRO	



Audi	TT RS Quatro	TBA SRO	
BMW	M3 GT4	TBA SRO	
BMW	Z4	TBA SRO	
Chevrolet	Camaro 2010 SS	TBA SRO	
Chevrolet	Corvette ZO6	TBA SRO	
Chevrolet	Corvette C6	TBA SRO	
Donkervoort	D8 GT	TBA SRO	
Ford	Mustang FR 500C	TBA SRO	
Ginetta	G40	TBA SRO	
Ginetta	G50HC	TBA SRO	
Ginetta	G50 GT4	TBA SRO	
Jaguar	XKR	TBA SRO	
Lotus	GT4	TBA SRO	
Lotus	240	TBA SRO	
Lotus	260	TBA SRO	
Lotus	Elise	TBA SRO	
Lotus	Exige	TBA SRO	
Lotus	Exige S	TBA SRO	
Maserati	Trofeo	TBA SRO	
Mazda	RX-8GT	TBA SRO	
Mercedes Benz	CL65 AMG	TBA SRO	
Nissan	GTR R35	TBA SRO	
Nissan	GTR R35 VSPEC	TBA SRO	
Nissan	350 Z	TBA SRO	
Nissan	370 Z	TBA SRO	
Porsche	Cayman	TBA SRO	
Porsche	996 GT3 Clubsport	TBA SRO	
Porsche	997 GT3 Clubsport	TBA SRO	

Notes for Classes A, B & C:

- For FIA homologated GT3 vehicles, and GT3 vehicles with national homologation by other ASN's subject to CAMS agreement in each case, that comply with the provisions of the approved homologation document, the Event Regulations and are included on the List of Eligible Vehicles as detailed in Appendix I.
- Some makes/models in Class B may have additional CAMS approved sporting variant changes in addition to the approved homologation document. Refer to CAMS for the full vehicle homologation specification document for each make/model.
- Some models in Class A will be subject to balance of performance measures. Such measures will be stated in the Balance of Performance Table on the List of Eligible Vehicles as detailed in Appendix I. Where such measures refer to the 2011 Blancpain Endurance Series Balance of Performance, this inherently implies the most current version of this document.
- Vehicles not on the Eligibility List will be considered upon application and be subject to approval by the Event Organiser and CAMS. Any vehicles accepted and approved may be subject to balance of performance measures.
- Individual classification of any make/model is subject to change by CAMS.

Class D – Production (High Performance)			
Make	Model	Designation	Balance of Performance
Alfa Romeo	Brera	JTS Q4	
Alfa Romeo	159	JTS Q4	
Audi	S3	8P	



BMW	335i	E90/E92	
BMW	135i	E87	
Ford	BA Mk I/II – FPV	F6 Typhoon	
Ford	BF Mk I/II – FPV	F6 Typhoon	
Ford	R Spec – FPV	F6 Typhoon	
Ford	BA Mk I/II – FPV	GT/GT-P	
Ford	BF Mk I/II – FPV	GT/GT-P	
Ford	FG – FPV	GT/GT-P	
Ford	FG – FPV	F6	
Holden	VY – HSV	GTS Coupe	
Holden	VZ – HSV	GTO Coupe	
Holden	VX – HSV	GTS	
Holden	VY Series II – HSV	GTS	
Holden	VY Series II – HSV	R8	
Holden	VZ – HSV	R8 Clubsport	
Holden	VE – HSV	R8 Clubsport	
Holden	VE - HSV	Clubsport Tourer	
Mazda	6 MPS	6A	
Mitsubishi	Lancer Evo VIII	RS	
Mitsubishi	Lancer Evo IX	GSR	
Mitsubishi	Lancer Evo IX	RS	
Mitsubishi	Lancer Evo X	RS	
Subaru	Liberty GT	B-4	
Subaru	Impreza WRX STi	G-2 MY02-06	
Subaru	Impreza WRX STi	G-2 MY07	
Subaru	Impreza WRX STi	G-3 MY08	
Volkswagen	Passat R36	3C	
Volkswagen	Golf R32	1K	
Volvo	S40 T5 AWD	M Series	

Class E – Production (Performance)			
Make	Model	Designation	Balance of Performance
Alfa Romeo	147	GTA	
Alfa Romeo	156	GTA	
Alfa Romeo	GT		
Audi	TT Coupe	8J	
BMW	130i	E87	
Ford	AU	XR8	
Ford	BA Mk I/II	XR8	
Ford	BF Mk I/II	XR8	
Ford	FG	XR8	
Ford	BA Mk I/II	XR6 Turbo	
Ford	BF Mk I/II	XR6 Turbo	
Ford	FG	XR6 Turbo	
Ford	Focus	XR5	
Holden	HSV	VXR	



Holden	VY	SS/SV	
Holden	VZ	SS/SV	
Holden	VE	SS/SV	
Holden	VE	Sportswagon SS	
Holden	Astra SRI Turbo	AH	
Holden	Astra HSV VXR	AH	
Jaguar	X Type	AWD	
Mazda	3 MPS	3A/3B	
Mazda	RX-8	RX8A	
Renault	Megane RS225	X84	
Renault	Megane R26	X84	
Volkswagen	Golf GTi	1K	
Volvo	C30	T5	

Notes for Classes D & E:

1. For vehicles complying with the CAMS Group 3E Series Production Regulations, the CAMS 2012 Australian Manufacturers Championship Sporting and Technical Regulations, the Event Regulations and included on the List of Eligible Vehicles as detailed in Appendix I.
2. Vehicles not on the Eligibility List will be considered upon application and be subject to approval by the Event Organiser and CAMS.
3. Individual classification of any make/model is subject to change by CAMS.

Class F – National (Commodore Cup, Saloon Cars & V8 Utes)			
Make	Model	Designation	Balance of Performance
Ford	Saloon Car	Group 3K	
Ford	Ute AU XR8	Group 3E	
Ford	Ute BF XR8	Group 3E	
Ford	Ute FG XR8	Group 3E	
Holden	Commodore Cup	Group 3D	
Holden	Saloon Car	Group 3K	
Holden	Ute VU SS	Group 3E	
Holden	Ute VY SS	Group 3E	
Holden	Ute VE SS	Group 3E	

Notes for Class F:

1. Commodore Cup: For vehicles complying with the CAMS Group 3D Commodore Cup and the CAMS 2012 Australian Commodore Cup Series Sporting Regulations, the Event Regulations and included on the List of Eligible Vehicles as detailed in Appendix I.
2. Saloon Cars: For vehicles complying with the CAMS Group 3K and the CAMS 2012 Australian Saloon Car Series Sporting Regulations, the Event Regulations and included on the List of Eligible Vehicles as detailed in Appendix I.
3. V8 Utes: For vehicles complying with the CAMS Group 3E Series Production Regulations and the CAMS 2012 Australian V8 Ute Racing Series Sporting and Technical Regulations, the Event Regulations and included on the List of Eligible Vehicles as detailed in Appendix I.
4. Vehicles not on the Eligibility List will be considered upon application and be subject to approval by the Event Organiser and CAMS.
5. Individual classification of any make/model is subject to change by CAMS.



Class I1 – Invitational (Petrol up to 2000cc & Petrol Turbo up to 1600cc)

Make	Model	Designation	Balance of Performance
BMW	Mini Cooper S		
Honda	Civic		
Honda	Integra DC5		
Renault	Clio Cup		
Renault	Clio 3		

Class I2 – Invitational (Petrol 2001cc to 3000cc & Petrol Turbo 1601cc to 2600cc)

Make	Model	Designation	Balance of Performance
BMW	130i	E87	
BMW	135i	E87	
BMW	325i	E46	
Opel	Astra VX-R		
Seat	Leon Super Copa		
Seat	Cupra		
Saker	Sportscar GT TDI		

Class I3 – Invitational (Diesel)

Make	Model	Designation	Balance of Performance
BMW	120D	E87	
BMW	123D	E87	
Seat Leon	Super Copa 2.0 TDI		
Volkswagon	Golf TDI		
Volkswagon	Golf V R-TDI		
Volkswagon	Scirocco TDI		

Notes for Classes I1, I2, & I3:

- For vehicles complying with 2012 Dubai 24 Hour Sporting and Technical Regulations, the Event Regulations and included on the List of Eligible Vehicles as detailed in Appendix I.
- Safety cages: each vehicle shall be fitted with a safety cage which complies with CAMS Schedule J or Article 253 of Appendix J to the International Sporting Code.
- Vehicles not on the Eligibility List will be considered upon application and be subject to approval by the Event Organiser.
- Individual classification of any make/model is subject to change by the Dubai 24 Hour Event Organiser.

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, 22nd February 2012.

- The front and rear windscreen strips of all vehicles are to be left vacant for use by the event organiser. For the front windscreen:- 220mm from bottom of strip to top of windscreen. For the rear windscreen: - 100mm from bottom of strip to top of windscreen. Decals to be supplied by the Organiser.
- 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.



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- 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 Organiser. 500mm x 120mm.
 - 6 The front and rear number plate areas are to be left vacant for the Organiser 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.
 - 13 All vehicles will be required to display one TV broadcaster decal on each side of the vehicle on the rear quarter window. Decals to be supplied by the Promoter.

APPENDIX II - RESERVED SIGNAGE DIAGRAM

