



David Lowe Memorial - Excel Enduro Cup -



2021 DAVID LOWE MEMORIAL EXCEL ENDURO CUP WINTON MOTOR RACEWAY NOVEMBER 12th – 14th 2021

SUPPLEMENTARY REGULATIONS

1. MEETING TITLE, DATE & VENUE

- 1.1 The meeting will be known as the 2021 David Lowe Memorial Excel Enduro Cup (hereinafter referred to as “the Meeting”) and be held at Winton Motor Raceway, Winton, Victoria on November 13th to 14th 2021.

2. ORGANISATION AND STATUS

- 2.1 The meeting will be conducted under the National Competition Rules (“NCR”) and the Standing Regulations (“SR”) of the Australian Auto-Sport Alliance (“AASA”), applicable Category Sporting and/or Technical Regulations, these Supplementary Regulations, any Further Regulations and Bulletins issued for the Meeting and any Driver Briefing Notes and instructions issued by the Clerk of Course.
- 2.2 AASA Permit Number: TBA

3. PROMOTER & ORGANISER:

Winton Motor Raceway Pty Ltd
PO Box 249, Benalla, Victoria, 3671
Telephone: (03) 5760 7100
Facsimile: (03) 5766 4249
Website: www.wintonraceway.com.au

4. SENIOR RACE OFFICIALS:

Secretary of the Meeting:	Prue Payne
Clerk of the Course:	Michael Neilsen
Chief Medical Officer:	Rachelle Pettifer
Chief Timekeeper:	Lucy Hatton
Chief Scrutineer:	TBA

4.1 Steward of the Meeting:

As nominated by the AASA

4.2 Judges of Fact:

Start & Finish:	Lucy Hatton, Michael Neilsen
Pit Lane Speed:	TBA
Noise:	TBA

5. CIRCUIT DETAILS

Venue:	Winton Motor Raceway
Venue:	Winton Motor Raceway
Long (National) Track Length:	3 kilometres (Long Track)
Long (National) Track Pole Position:	Drivers Left
Direction:	Racing is Clockwise

Control Line: Is adjacent to the Start/Finish Line

6. ENTRIES

- 6.1 Entries for this Meeting will open on distribution and receipt of these Supplementary Regulations.
- 6.2 Entries for this Meeting will close at the close of business on Friday November 5th 2021.
- 6.3 The Entry Fee for this Meeting is as detailed on the Official Entry Form, which is available on the Winton website <https://wintonraceway.com.au/eventinfo/competitors/>.
- 6.4 Any entry, for which the entry and other fees have not been paid, by the closing date and time, as detailed above, will not be accepted in accordance with SR 2.6.
- 6.5 Such fee shall not be refundable except
- (a) in the case of abandonment cancellation or postponement of the meeting; or
 - (b) in the case of an entrant whose car/s is/are withdrawn by written advice to the Organiser/Secretary of the Meeting, no later than the Friday immediately before the start of the meeting; or
 - (c) where an entry is not accepted by the Organiser/Secretary of the Meeting.
- 6.6 A fee of \$100 will be charged to cover administration costs associated with a refund where an entry is withdrawn after the close of entries.
- 6.7 Any cheque that is dishonoured will incur a \$50.00 administration fee.
- 6.8 A Late entry fee will be applied to entrants who have entered after the closing date.
- 6.9 If a driver is replaced, the entrant is responsible for ensuring that the replacement driver details are included on the Entry Form prior to Scrutineering.
- 6.10 The organisers reserve the right to accept entries, at their sole discretion without assigning reason, in accordance with SR 2.1.
- 6.11 The maximum number of entries accepted for each Category, subject to the track density for that category, will be as agreed between the Promoter/Organiser and the relevant Category Administrator/Representative.

7. INSURANCE

- 7.1 Certain public, property, professional indemnity and personal accident insurance is provided by the AASA in relation to the event. Further details can be found at www.aasa.com.au/insurance/.

8. AWARDS, PRIZEMONEY AND TROPHIES

- 8.1 In accordance with the relevant Category Sporting Regulations or as per arrangements with the Category Administrator/Representative.

9. LICENCE REQUIREMENTS

- 9.1 Each competitor must hold a current, valid AASA National Racing Licence, or an approved equivalent as a minimum.
- 9.2 The Organiser confirms that the circuit to be used for this Meeting holds the necessary AASA Track licence for each of the events nominated in these Supplementary Regulations.

10. DOCUMENT CHECK/SAFETY CHECK / SCRUTINEERING

- 10.1 Document Check MUST be carried out prior to the vehicle being scrutineered, and the following documentation must be presented at that time:
- AASA Vehicle Passport or Vehicle Log Book
 - AASA or Motorsport Australia Competition Record and/or Licence or an approved equivalent

All vehicles participating at this meeting must have either a Vehicle Log Book issued by a recognised motor sport body or an AASA Vehicle Passport.

Applications for an AASA Vehicle Passports are available from the AASA Office (03 5721 7800) or visit www.aasa.com.au

- 10.2 If the entry form and the documents listed above are in order, the scrutineers will proceed with the safety and eligibility check before the vehicle is driven onto the track for the first time.

- 10.3 Entrants must ensure that they have completed the Pit Crew Disclaimer form for all team personnel. These will be available from the Secretary of the Meeting. Team members, whose names fail to be registered thus, will not be registered by AASA for insurance purposes.
- 10.4 Upon successful presentation of the Pit Crew Disclaimer at Document Check each Pit Crew member identified on the Disclaimer will be provided one (1) wristband. Without such wristband, no Crew Member will be permitted to be in Pit Lane. The maximum number of persons permitted in Pit Lane per race vehicle entered, excluding the driver is four (4).
- 10.5 On subsequent days, safety scrutineering will be undertaken as necessary, at the direction of the Chief Scrutineer. It is the responsibility of each entrant, as required, to ensure that the vehicle is scrutineered before it is due to go on the circuit. If there is a problem please check with the scrutineers.
- 10.6 Race numbers, advertising signs and the timing transmitter, in a functional condition, as detailed on the Entry Form must be in position on the vehicle **BEFORE** scrutineering.
- 10.7 No vehicle may participate in any session if it has not been checked and cleared by the scrutineers. The attachment of the appropriate "Scrutineering Label" to a vehicle is the accepted means of identification of approval to compete.
- 10.8 The scrutineers may:
- (a) Check the conditions of eligibility of a vehicle or a competitor at any time during the event.
 - (b) Require a vehicle to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - (c) Require a competitor to supply them with such parts or sample as they may deem necessary.
- 10.9 Any vehicle which, after approval, is dismantled or modified in any way which might affect the safety of the vehicle or raises questions as to its eligibility, or is involved in an accident having similar results, must be re-presented for scrutineering approval.
- 10.10 Any vehicle or driver may be prohibited from practice/qualifying or a race for safety reasons.
- 10.11 All drivers' apparel (helmets, overalls, gloves, frontal head restraints etc) must be presented for inspection and approval.
- 10.12 The Clerk of Course may require any vehicle involved in an accident to be stopped and checked by a scrutineer.
- 10.13 Scrutineering will be carried out by duly appointed officials who will also be responsible and authorised to give instructions to the competitors for the operation of parc ferme.
- 10.14 Scrutineering will take place in the Scrutiny Bay, adjacent to the Penrite Oil Shed, on Friday November 12th from 08:00 to 17:00 and on Saturday November 13th from 07:30. Please note diagram at Article 20.17 for location and directions of travel in that area.
- 11. NOISE EMISSIONS**
- 11.1 The maximum noise made by any vehicle must not exceed 95dB (A), measured at a distance of 30 metres from the edge of the circuit, by approved measuring equipment.
- 11.2 Any vehicle which exceeds this noise limit, as determined by the Judge of Fact, may be prohibited from further participation in the meeting until the problem is rectified.
- 11.3 All competitors are reminded that as a consequence of EPA requirements no race engines may be in operation before **08:00** or after **18:30**.

12. LICENCES PRESENTED FOR DRIVER OBSERVATION AND ENDORSEMENT

- 12.1 Any driver who wishes to present their licence for observation and endorsement **MUST** present it to the Steward of the Meeting or the Secretary of the Meeting for on-forwarding to the appropriate Official/s, prior to the first official on track activity for the category that the driver is entered in.

13. CHANGE OF DRIVER

- 13.1 An Entrant may nominate a substitute driver who may be permitted to compete in the remainder of the event subject to the approval of the Clerk of the Course, Meeting Steward, Secretary of the Meeting, Chief Scrutineer and Category Administrator/Representative. Such nomination must be made at least one hour before the scheduled commencement of the relevant practice or qualifying session or race

14. PROTESTS & APPEALS

- 14.1 Protests must be lodged in accordance with G12 of the NCR's and appeals in accordance with G17 of the NCR's.

15. INVITED CATEGORIES

Circuit Excel Touring Cars
TA2 Muscle Car Series
Formula Ford
2 Litre Sports Sedans/APRA Pulsars
Thunder Sports

16. EVENTS

16.1 David Lowe Memorial Excel Enduro Cup:

2 X 20 Minute Qualifying Sessions (Saturday)
1 X Top 10 Shootout (Saturday)
2 X 20 Minute Qualifying Sessions (Sunday)
1 x 90 Minute Race (Saturday)
1 X 4 Lap Race (Sunday for the 10 fastest cars from Sunday Qualifying)
1 x 90 Minute Race (Sunday)

16.2 TA2 Muscle Car Series:

1 X 20 Minute Qualifying Session (Saturday)
2 x 10 Lap Races (Saturday)
2 x 10 Lap Races (Sunday)

16.3 Formula Ford:

1 X 20 Minute Qualifying Session (Saturday)
2 x 12 Lap Races (Saturday)
2 x 12 Lap Races (Sunday)

16.4 2 Litre Sports Sedans/APRA Pulsars:

1 X 20 Minute Qualifying Session (Saturday)
2 x 10 Lap Races (Saturday)
2 x 10 Lap Races (Sunday)

16.5 Thunder Sports:

1 X 20 Minute Qualifying Session (Saturday)
2 x 10 Lap Races (Saturday)
2 x 10 Lap Races (Sunday)

17. SCHEDULE OF EVENTS

- 17.1 The Schedule of Events may be varied or altered at the Promoter's/Organiser's discretion or as a result of unforeseen circumstances. You will be notified of any change as soon as possible and the Promoter/Organisers will do everything possible to maintain your involvement as an important part of the program.
- 17.2 The Organiser reserves the right to postpone, abandon or cancel the Event or any part of the Event in accordance with SR 1.4.

17.3 A Practice, Qualifying Session or Race may be cut short or stopped if, at the discretion of the Clerk of the Course, an incident occurs and the time needed to effect repairs or the number of vehicles requiring recovery will impact on the schedule and affect subsequent sessions on the day.

18. ACCESS TO THE CIRCUIT, PROPERTY & PADDOCK

18.1 Access to the track and Paddock area, via the Fox Street Gate, will be available from 06:30 each day.

18.2 All persons entering the venue (including all team members and drivers), **MUST** ensure they adhere to all COVID-19 requirements and restrictions issued by the Victorian and Federal Governments at the time.

18.3 The Victorian Government QR Code will be on display at the Main Gate. The QR Code **MUST** be scanned and entry will only be permitted when your mobile device displays the green success tick and Main Gate Staff then permit your entry.

18.4 In any case where there is a technical or network issue affecting a mobile device, that person **MUST** then complete the hard copy form that will be available at the Main Gate. Under no circumstances will entry be permitted until the form has been completed in full. Only then will Main Gate Staff permit your entry.

18.5 All credentialed persons leaving the venue and wishing to return the same day will be required to again undertake the QR Code process on their mobile device to once again display the green success tick before Main Gate Staff will permit entry.

18.6 Competitors and Pit Crew are required to be wearing the appropriate wrist band, with the seal intact, issued at Document Check and supplied by your Category Administrator/Representative at this meeting. Each Team will be supplied with one (1) Competitor wristband and four (4) Pit Crew wristbands. In cases where a wristband is broken, the item must be presented by the wearer to the Secretary of the Meeting who will provide another to wear. Please note a new wristband will not be issued without the return of the broken one.

18.7 The issued wristband will serve as your entry pass. If additional passes are required they can be purchased at the gate or from the Secretary of the Meeting.

The price of the admission passes is:

- Saturday \$15
- Sunday \$20
- 2 Day Pass \$30

18.8 Tender vehicles will not require a pass at this meeting.

18.9 Trailers **MUST** be parked in the designated Trailer Park Area and are not permitted to be parked in any other area of the Paddock.

18.10 Competitors should note that there will be limited Security throughout the Event and that they should take their own security precautions at all times, particularly while their cars are on the track.

18.11 Where a competitor requires their personnel to work late into the evening and/or into the early hours of the following morning, they must first attain permission by advising their Category Management who then must seek permission from the Promoter/Organiser.

18.12 The Pit Lane Garages and Paddock will be open for team park-up from 15:00 on Thursday November 11th 2021.

18.13 It is the responsibility of the competitor to ensure that drivers, pit crew and other persons associated with the team, have the appropriate wristband to enter any area requiring such authorisation. Please ensure that wristbands are visible at all times - no wristband no entry.

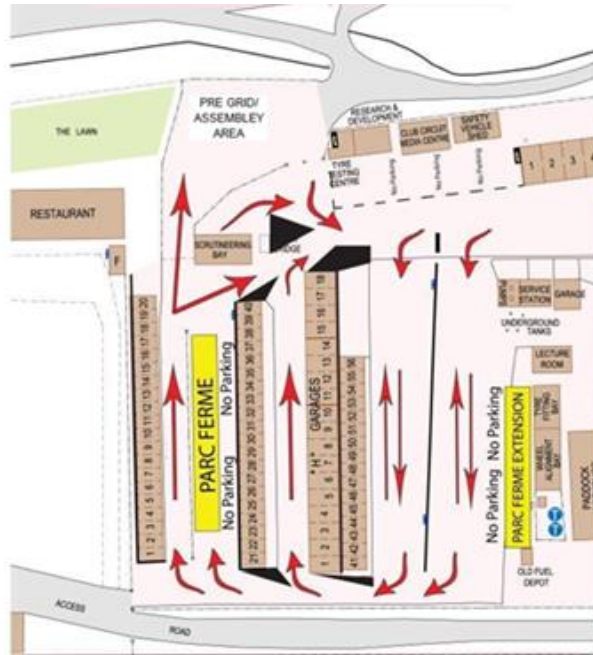
19. GARAGE/PADDOCK ALLOCATION

19.1 The Garage/Paddock allocation will be planned at the discretion of the Promoter/Organiser in consultation with the relevant Category Administrator/Representative.

20. GARAGE/PADDOCK AREA SAFETY

- 20.1 All trolleys or hand trucks transporting team equipment i.e., tyres, compressed air/gas bottle, etc., when being moved in a Public Area must be moved by a minimum of two (2) Team Personnel. A minimum of one (1) Pit Crew Member to push the trolley/hand truck and a minimum of one (1) Pit Crew Member acting as a Spotter is required at all times.
- 20.2 When transporting fuel within a Public Area, i.e., the Paddock or access roads, the transportation must be conducted by a minimum of two (2) team personnel. A minimum of one (1) suitably attired pit crew member to push the trolley/drum and a minimum of one (1) suitably attired Pit Crew Member acting as a spotter carrying a minimum of one (1) operational 4.5kg Dry Chemical Fire Extinguisher is required at all times.
- 20.3 In all areas where fuel is being stored it must be in a location which is adequately ventilated, have unimpeded access and is clean and free of potentially flammable materials e.g., paper, rags, oily fabrics etc. Smoking must be strictly forbidden.
- 20.4 All competitors must ensure that all refuelling, and defueling is performed in accordance with WorkSafe Victoria laws, regulations and compliance codes, and a suitably attired Pit Crew Member is in attendance with a minimum of one (1) operational 4.5kg Dry Chemical Fire Extinguisher available for use in an emergency.
- 20.5 During any refuelling or defuelling operation within a garage or carport, all non-essential personnel such as sponsors, families, or other guests of the Team must vacate the Garage or Carport area until refuelling has been completed.
- 20.6 The handling of fuel and its containers together with compressed air bottles/gas cylinders must be in compliance with government regulations. Fuel containers must meet published standards and compressed air bottles/gas cylinders must be transported, stored and used in accordance with established standards
- 20.7 Competitors are reminded that fuels, oils, lubricants and coolants are highly specialised substances. And must be aware that these agents may contain substances that are extremely dangerous to health if misused, inhaled or allowed to contact human skin.
- 20.8 Using petrol for general cleaning and washing is a common misuse of a potentially dangerous substance and is forbidden.
- 20.9 The transportation or movement of compressed air/gas cylinders with the pressure regulator attached is strictly forbidden.
- 20.10 Any signs within the property advising limitations, e.g. No Smoking, Speed Limits, etc., must be strictly adhered to.
- 20.11 The washing of transporters at the Circuit is NOT permitted.
- 20.12 Competitors, including people associated with the team, are **not** permitted to sleep overnight in the Paddock area.
- 20.13 Welding is NOT permitted at any time in either Paddock Area including the Garage/Carports.
- 20.14 All competitors must ensure that all WorkSafe Victoria laws, regulations and compliance codes are adhered to at all times.
- 20.15 Competitors must work on their race vehicles in the Garage/Carport provided and not in or from their own transporters.
- 20.16 In the interests of safety of all pit crews, it is compulsory to use solid, incompressible components, capable of supporting the vehicle in the event of a failure of the jacking system.
Such incompressible components must be placed under a vehicle when any person has any part of their body other than hands and forearms under any part of the Automobile.
Specifically excluded from this requirement is wheel changing operations, where the techniques involved do not require any person to place any part of their body other than hands and forearms under any part of the vehicle.
- 20.17 All racing cars, trucks and other vehicles in the Club Paddock are to travel in the directions as shown on the Paddock Movements Diagram (below). Signage and

Barriers have been put in place to assist you when moving within this area. Please take the time to familiarise yourself with the directions of travel.



20.18 A speed limit of **10km/h** applies to all vehicles in either Paddock and all other Public Areas within the venue.

20.19 All access lanes in and around the Pit Lane Garage area and Paddock must be kept clear at all times during the Event, including when unloading/loading your car/s from/into your race transporter or trailer.

21. COVID-19 - GARAGE/PADDOCK AREA SAFETY

21.1 Team personnel must remain within the confines of their Team garage/carport and Team transporter. COVID-19 Workplace restrictions will apply at all times. At no point are Team members permitted to enter other Team garages/carports or Team transporters.

21.2 Team personnel moving from their garage/carport to their transporter/s and other equipment stored in the paddock area or public toilets, must clearly segregate, by social distancing, from other teams' personnel and officials in the area.

21.3 Limit all unnecessary gatherings of team personnel.

21.4 All Competitors **MUST** ensure that everyone associated with their Team adhere to all COVID-19 requirements and restrictions issued by the Victorian and Federal Governments at the time. Any personnel, including a driver or pit crew, found to be in breach of this regulation will be responsible for the exclusion of the relevant entry from the event, without prejudice to any further penalty deemed appropriate.

22. SAFE WORKING CONDITIONS

22.1 This Event will be conducted under and in accordance with WorkSafe Victoria laws, regulations and compliance codes together with AASA Health Safety and Environment Policy, which can be found on the AASA website.

22.2 Competitors are reminded that they are responsible for the working conditions of their associated personnel at all times and must ensure that all applicable safe working conditions are met.

23. FUEL SUPPLY, HANDLING & STORAGE

- 23.1 Fuel used must be in accordance with the relevant Category Sporting Regulations.
- 23.2 Competitors are not permitted to bring their own fuel on site. Fuel must be purchased from the supplier at the Circuit. No other fuel supplier will be permitted to access the Circuit.
- 23.3 A fuel handling and storage depot is located at the western end of the National Paddock.
- 23.4 If fuel is to be transported or stored in a container the containers must meet AS2906. Metal containers are preferred.
- 23.5 Due to local Worksafe requirements each Competitor may only store two (2) x twenty (20) Litre drums of fuel at any time.
- 23.6 All bulk supply of fuel to be stored must be stored in the fuel handling and storage depot area.
- 23.7 The addition of other substance/s to the control fuel is prohibited.
- 23.8 With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.
- 23.9 Fuel samples taken from competing cars will be compared with samples from the supply available at the circuit and any discrepancies will be referred to the Steward of the Meeting.
- 23.10 Each Competitor is responsible for a fuel sample being able to be obtained safely and promptly upon request by the Chief Scrutineer.
- 23.11 Additional fuel handling and storage safety requirements are detailed within Article 20 of these Supplementary Regulations.

24. PIT LANE

- 24.1 Pit Lane is divided into two (2) lanes and is defined as the area in which the speed limit applies (indicated by the speed restriction and de-restriction signs). The outer lane, closest to the Pit Signalling Wall is the 'fast lane', and the lane closest to the Garages is the 'inner lane' and is the only area where any work may be carried out on a car
- 24.2 It is the responsibility of the competitor to hold their car stationary until it is safe to move from its pit.
- 24.3 Competitors must not paint lines on any part of Pit Lane.
- 24.4 No equipment may be placed on the Pit Signalling Wall during the Event.
- 24.5 Any person entering the Pits/Pit Lane Area must be wearing the appropriate wristband and be attired in accordance with NCR G 5.6.
- 24.6 Only three (3) persons per participating car and Essential Race Officials, and Television Crews specifically authorised by the Clerk of the Course, are permitted at the Pit Signalling Wall during a session or race.
- 24.7 During the start of the Formation Lap only Race Officials, and Television Crews specifically authorised by the Clerk of the Course, are permitted at the Pit Signalling Wall. At the Start of a Race, in addition to those already authorised, one (1) Team Crew Member per Car, to provide directions to the Driver, is permitted at the Pit Signalling Wall until the Category comes under starter's orders, at which time they MUST exit the area.
- 24.8 In accordance with NCR G 5.7 and Standing Regulation 2.42, smoking is not permitted in the Pits, Pit Lane and/or Garages at any time during the event. For the purpose of this clause the Garages and/or Carports located within the Paddock shall be deemed as included.
- 24.9 No person under the age of sixteen (16) years will be permitted in pit lane at any time, unless they are an appropriately licenced Driver or Competitor that is competing in the relevant event.
- 24.10 Unless otherwise stated in the relevant Category Sporting Regulations, the maximum number of personnel who may be present in the Pit Lane per vehicle entered, excluding the driver is four (4).
- 24.11 In accordance with NCR G 8.5(h) the use of reverse gear in Pit Lane is strictly forbidden.

24.12 Following a requirement by the AASA Insurers, all persons entering or stationed in Pit Lane during the time the track is closed for competition (hot pit lane) will be required to have completed and signed a standard form (Pit Lane Disclaimer) relating to the exclusion of liability, release and indemnity. The requirement applies to bona fide Team Members (the definition of which includes Mechanics/Pit Crew/Signalling Crew) who are actually required to be in the "Hot Pit Lane" to undertake their duties. Anyone who has not completed the disclaimer will not be permitted to enter the "Hot Pit Lane". It is the responsibility of the Competitor to ensure that all persons stationed in the "Hot Pit Lane" have completed and submitted the forms at Document/Administrative Check for inclusion with and attachment to their Entry Form.

24.13 Categories, not permanently located in Pit Lane Garages, using a tender vehicle in Pit Lane MUST ensure they're positioned as close as possible to the Pit Lane Garages (without interfering with teams housed in the garages) leaving sufficient room to work on race vehicles in the 'inner lane' without encroaching on the 'fast lane' and at the end of sessions or races must leave the Pit Lane as soon as possible, when directed by an official of the meeting.

25. ASSEMBLY/PRE-GRID AREA

25.1 For Practice, Qualifying and Races, all competing vehicles must go to the Pre-Grid/Assembly Area when called, unless otherwise directed. Drivers will then be directed onto the circuit where they will begin their session.

25.2. Competitors are advised that they should ensure that their competing vehicle is in the Pre-Grid/Assembly area and prepared to compete at least 20 minutes prior to the scheduled start time for their scheduled activity. Late attendance may result in the competing vehicle being prohibited from competing.

25.3 Helmets and other driver apparel may be checked at any time in the Pre-Grid/Assembly Area to ensure compliance.

26. QUALIFYING PROCEDURE

26.1 In accordance with the relevant Category Sporting Regulations.

26.2 Where no procedure is specified all drivers will be required to complete at least 3 laps of practice in any of the practice or qualifying sessions available to them, and must do so to the satisfaction of the Clerk of Course. Drivers not completing such laps may start in the event only with permission of the Clerk of Course and the Stewards of the Meeting, and then only under such conditions that may be applied.

27. GRID POSITIONS

27.1 In accordance with the relevant Category Sporting Regulations.

27.2 If the Category Sporting Regulations do not specify grid determination, then refer to Article 2.15, Grid Positions, in the SR's.

28. START PROCEDURES

28.1 All race starts will be in accordance with the relevant Category Sporting Regulations.

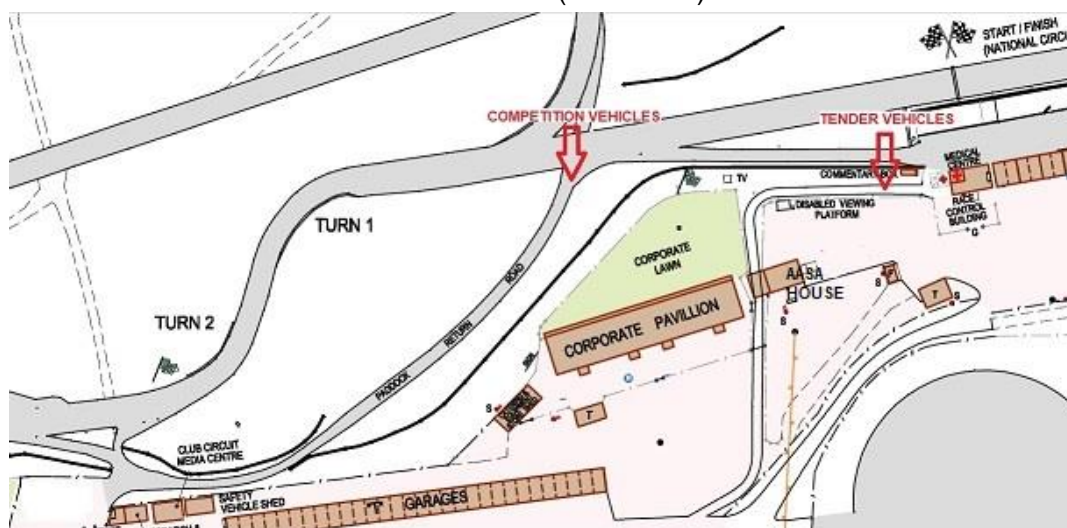
28.2 Where no procedure is specified, the Race Start Procedure will be as detailed in the SR's.

29. DRIVER BEHAVIOUR & TRACK LIMITS

29.1 Driver behaviour is detailed in Article 2.40, Driving Rules, in the AASA Standing Regulations. The Senior Flag Marshal at each Flag Point is designated as a Judge of Fact with regard to Driving Conduct, and in particular, baulking, shortening the course by excessive use of the kerbs, cutting a corner, shortening the course or bringing dirt onto the course. Appropriate action will be taken if infringements are observed

30. EXITING THE TRACK AFTER SESSIONS AND RACES

- 30.1 At the end of each practice, qualifying session or race, all Drivers must exit the Circuit via the Club Paddock Return Road, on drivers left prior to Turn 1, as soon as practicable after receiving the chequered flag and having completed a cool down lap.
- 30.2 Any Race Car/s located in Pit Lane at the end of a practice, qualifying session or race, where able to move under their own power and unless otherwise directed by an official of the Event, must remove their vehicle via the Club Paddock Return Road located on Drivers Left after Pit Exit.
- 30.3 Any Tender Vehicle/s located in Pit Lane at the end of a practice, qualifying session or race, unless otherwise directed by an official of the Event, must remove their vehicle via the Club Paddock Access Road adjacent to Pit Exit on drivers left, which then runs under AASA House to the Club Paddock (see below).



- 30.4 All Drivers are reminded that the Paddock Area is a General Public Area and **MUST** strictly observe the speed limit of **10km/h**.

31. PARC FERMÉ

- 31.1 In accordance with the relevant Category Sporting Regulations. Where no procedure is specified, competitors must adhere to the direction of the Chief Scrutineer.
- 31.2 Unless otherwise advised by the Chief Scrutineer, Parc Ferme is located adjacent to the Scrutiny Bay.
- 31.3 Cars may be required to remain in Parc Ferme until at least thirty (30) minutes after the posting of the provisional results or until the Steward of the Meeting orders their release.
- 31.4 Cars which have not been taken to Parc Ferme after being directed to proceed there may not be classified. Only those Officials responsible for supervision may enter Parc Ferme. No intervention of any kind is allowed unless authorised by such Officials.

32. TIMING

- 32.1 All sessions and races will finish at the control line, which is located in front of the Race Control Tower, on the track. The Chief Timekeeper will take all times from this line.
- 32.2 All sessions and races will be "time certain" to ensure that the program time for each category is not unduly affected by time delays experienced in other sessions or races. Category Administrator/Representative and/or Competitors will be advised if the finish times detailed in the schedule vary on the day.
- 32.3 Timing of all sessions and races will be by electronic means using the Australian Dorian System, and all competitors must have a working DATA 1 Timing Transmitter fitted to their car prior to scrutineering and during all activity on the circuit.
- 32.4 Cars without an operational timing transmitter during any session may not have a time recorded until the transmitter is functioning and operating correctly.

- 32.5 If a competitor needs to hire a unit, they will be available from the Timing Room for a rental fee of \$50 for the weekend.
- 32.6 If a hired Dorian Data-1 Timing Transmitter is not returned at the conclusion of competition the hirer will be invoiced for the full cost of the unit.
- 32.7 The Entry Form for each vehicle MUST include the transmitter number.
- 32.8 Times/results will be available at www.natsoft.com.au.

33. MEDICAL SERVICES

- 33.1 The Circuit Medical Centre is located in the National Paddock, at the base of the Control Tower.
- 33.2 If medical assistance is required when the Circuit Medical Centre is closed, please contact 000. The address to give to Emergency Services is:
"Your Specific Location" e.g.: Garage 1,
Fox Street/Glenrowan-Winton Road, Winton.
Alternatively attend casualty at: Wangaratta Base Hospital, 35-47 Green Street,
Wangaratta, (03) 5722 5111.

34. RESPONSIBILITIES OF THE COMPETITOR

- 34.1 The completion of the Scrutineering Declaration form and presentation of a car for Scrutiny will be deemed an implicit statement of conformity and that the vehicle is safe and suitable for the intended competition listed.
- 34.2 Competitors must ensure that their cars comply with the conditions of eligibility throughout the Event.
- 34.3 Competitors must ensure the Driver of any large tender vehicles or prime mover/s in their team must not rotate the front steering whilst the vehicle is stationary as this causes damage to the surface in the Paddock. Recovery of costs will be sought to repair any damage caused by non compliance.
- 34.4 Any competitor contemplating on-site team catering or Corporate Hospitality must contact their Category Administrator/Representative at least five (5) working days prior to the meeting to ensure that both Local Council compliance and Venue Management requirements are met.

35. DRIVERS BRIEFING

- 35.1 Attendance is compulsory and failure to be present or on time at the Drivers Briefing will be reported to the Steward of the Meeting for consideration and further action.
- 35.2 The Drivers Briefing will be conducted in the Briefing Room located in the Club Paddock opposite the "T" Garages.
- 35.3 The Drivers Briefing will commence at **08:00** on Saturday November 13th2021.
- 35.4 If any further Driver Briefings are required they will be advised at the meeting.

36. REMOTE PILOTED AIRCRAFT (RPA)/DRONES

- 36.1 In addition to the AASA RPA (Drone) Policy, commercial and private, remotely piloted, unmanned aircraft (i.e., "drones", the ground-based controller and the system of communications connecting the two) are prohibited unless authorised by the Civil Aviation Safety Authority (CASA) and the Organiser.

37. WASTE OIL/TYRES

- 37.1 Waste oil is to be disposed of in the designated waste oil bins provided. These are clearly identified and distributed throughout the paddock area.
- 37.2 All storm water drains lead directly to the local waterways and the Environmental Protection Agency (EPA) will be monitoring the situation in the lead up and throughout the Event.
- 37.3 This ban includes the washing of any wheel rims within the vicinity of storm water drains.
- 37.4 Competitors are advised that the EPA is taking an extremely proactive approach to this matter and Teams are put on notice that any infringement of this directive will result in action being taken by either the Promoter or the EPA or both. The EPA has the ability to prosecute offenders with heavy penalties.

37.5 Used tyres must be removed, from Winton Motor Raceway, by the competitor, for disposal in an appropriate manner.

38. ALCOHOL, DRUGS AND OTHER SUBSTANCES

38.1 Any holder of an AASA 'Competition' or 'Officials' licence (or approved equivalent licence) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach of Schedule 3 of the NCR's or Article 2.44 of the SR's. Consumption of alcohol in the pits, paddock or any section of the competition venue/course under the control of the Officials is forbidden until all competition is concluded each day.

39. RACE RECEIVERS (RADIOS)

39.1 It is compulsory for all drivers to use a Race Receiver Radio during all session and races on the circuit. During competition Race Control will communicate directly to drivers via the Race Receiver. Any driver without an operational Race Receiver Radio will receive the Black Flag and must exit the circuit immediately.

39.2 Race Receiver Radios will be available from the Secretary of the Meetings office at \$170 per unit.

39.3 The following accessories will also be available from the Secretary of the Meeting.

- Ear Phones \$20
- AUX Cords \$10

If you have any further questions regarding Race Receivers, please contact Prue on 0428 996 189

39.4 For those who currently own a Race Receiver the channel will be 601. For new units the channel will be 1200. The Frequency is 457.50000.

40. MARQUEES

40.1 Due to contractual arrangements in place at Winton Motor Raceway, teams that require a marquee at this event must contact the venue management to make arrangements for its construction

40.2 Hire companies not contracted to Winton Motor Raceway will not be permitted to erect Marquees or tents or supply hire equipment on the property.

40.3 The location of the proposed placement of marquees is to be negotiated with Winton Motor Raceway prior to the erection of the facility.

40.4 At No Time may pegs be driven into bitumen areas.

Prue Payne
Secretary of the Meeting

CHAPTER 2
2021 DAVID LOWE MEMORIAL EXCEL ENDURO CUP
WINTON MOTOR RACEWAY
NOVEMBER 12th – 14th 2021

ADDITIONAL SUPPLEMENTARY REGULATIONS FOR
2021 DAVID LOWE MEMORIAL EXCEL ENDURO CUP
COMPETITORS ONLY

2.1 INTRODUCTION

- 2.1.1. All competitors participating in the 2021 David Lowe Excel Enduro Cup must read and abide by the regulations in this addendum in conjunction with those detailed in the leading sections of these Supplementary Regulations.

2.2 ADMINISTRATION

- 2.2.1. The event will be coordinated by the Hyundai Excel Racing Association and will be administered by the Category Administrators (CA) detailed below who and have the authority to administer the various aspects of the Regulations for this Meeting.

(a) Category Administrators (CA): Brendan Avard and Dylan Innes

2.3 DRIVER IDENTIFICATION

- 2.3.1 Each Competitor must nominate one (1) driver as Driver A and one (1) driver as Driver B prior to the commencement of the meeting.
- 2.3.2 Each driver will be issued with a small adhesive label, supplied by the organiser, which must be placed on the RIGHT-HAND SIDE of the drivers' helmet to assist in identification.
- 2.3.3 These letters must be kept in place for each Qualifying Session and race to enable officials to readily identify drivers of each car.

2.4 QUALIFYING FORMAT

- 2.4.1 The Qualifying Format for both David Lowe Excel Enduro Cup events will be conducted in accordance with the following procedures.
- 2.4.2 On both days there will be a Driver A and Driver B Qualifying Session.
- 2.4.3 Only those drivers nominated as Driver A may participate in a Driver A Session and only those drivers nominated as Driver B may participate in a Driver B Session.
- 2.4.4 The combined times from each days Driver A and Driver B Qualifying Sessions will determine the final qualifying time for each car.
- 2.4.5 On Saturday November 13th there will be a Top 10 Shootout. The combined times from the Driver A and Driver B sessions will used determine the grid positions for Race Two (2).
- 2.4.6 The Ten (10) fastest qualifiers on Sunday November 14th will participate in a feature race, the Excel Dash for Cash. The results of this race will no determining effect on the grid for Race Two (2).

2.5 TOP 10 SHOOTOUT (SATURDAY NOVEMBER 13th)

- 2.5.1 The starting order for the Top 10 Shootout (hereinafter referred to as "the Shootout") will be from tenth (10th) to first (1st) based on the 10 fastest Driver A and Driver B combined qualifying times on Saturday November 13th.
- 2.5.2 For the Shootout, cars will be sorted into an order based on the fastest time established by Driver A added to the fastest time established by Driver B in each relevant Qualifying Sessions, to give the fastest Combined Time for the Car on the day. Grid Positions One (1) to Ten (10) on Saturday November 13th, will be determine by the cars taking part in the Shootout.
- 2.5.3 A driver will be permitted to qualify only one (1) car in the Shootout, and that car must be the car that driver will drive in the race.

- 2.5.4 In the case where an entry has gained a place in the Shootout the driver who will participate in the Shootout must be nominated in writing, to the Secretary of the Meeting, NO LESS than Fifteen (15) minutes following the posting of combined qualifying times on the day.
- 2.5.5 Competitors that have qualified for the Shootout must ensure that their car is ready, prepared to compete, at least twenty (20) minutes prior to the scheduled start time for the Shootout, unless otherwise advised by Race Control.
- 2.5.6 All cars must be parked in Pit Lane five (5) minutes before the first car in the Shootout is released from Pit Exit.
- 2.5.7 From the time that the car is parked in Pit Lane, crew will not be permitted to work on the car except with the express permission of the Chief Scrutineer (CS). Non-compliance with this regulation may result in the car being excluded from the Shootout.
- 2.5.8 It is the responsibility of the competitor to ensure that their car is at Pit Exit, prior to the preceding car receiving the green flag, to commence its timed lap. Late attendance may result in the car being prohibited from competing or having its time excluded from the session.
- 2.5.9 Each car will be released on one (1) warm-up lap from Pit Exit.
- 2.5.10 When the car crosses the Control Line for the first time, the driver will be shown a green flag which will signal the start of that driver's timed (flying) lap.
- 2.5.11 When the car crosses the Control Line at the end of its timed (flying) lap, the driver will be shown a chequered flag indicating the end of the timed lap, whereupon the driver must reduce speed, complete an almost full "cool-down" lap and enter Pit Lane via the Pit Lane entry.
- 2.5.12 During the "cool-down" lap, cars must be driven at a reasonable pace and drivers must not interfere with, baulk or cause obstruction to any other cars which may be on the race track at the same time.
- 2.5.13 When a car returns to Pit Lane it will enter a Parc Ferme situation. It must park as directed by an official and no work of any nature may be carried out on the car until the car has cleared all scrutineering checks and been released by the CS, except with the express permission of the CS.
- 2.5.14 If Red Flags are shown during a run, all cars must return to Pit Lane.
- 2.5.15 When the car that was commencing its run returns to Pit Lane it must return to its Pit Bay and will enter a Parc Ferme situation.
- 2.5.16 When the Clerk of the Course is satisfied that the track is clear an announcement will be made approximately five (5) minutes prior to the restart of the Shootout. The car that did not complete a timed lap is to proceed to Pit Exit ready to restart the session.
- 2.5.17 Any car/s already lined up at Pit Exit awaiting its turn will be moved aside by Pit Lane Officials or by Team Crew if authorised by Race Control. If Team Crew are involved, they MUST not perform any work on the car.
- 2.5.18 The Car that has returned to Pit Lane and has not been given the opportunity to complete a timed lap may only have work done on it, including the adding of fuel, if authorised by Race Control.
- 2.5.19 The Shootout session will recommence when Pit Exit is opened
- 2.5.20 Any authorised actions taken under this procedure are not subject to protest.
- 2.5.21 The driver of the car that caused the Red Flagging of the Shootout may be subject to a penalty or penalties as deemed appropriate by the Clerk of the Course and/or Steward of the Meeting

2.6 GRID POSITIONS

- 2.6.1 The first (1st) ten (10) grid positions for Race One (1) will be determined by times achieved in the Shootout.
- 2.6.2 The Shootout will be regarded as a qualifying session for those cars which drivers achieved the ten (10) combined fastest times published as Final by the Chief Timekeeper.
- 2.6.3 The remaining grid positions for Race One (1) will be determined by the lap times, published as Final by the Chief Timekeeper, achieved in that days Qualifying

Sessions, that is from Grid Position Eleven (11) onwards, this will be determined by the Qualifying Order established in the Driver A and Driver B Qualifying Sessions.

- 2.6.4 The grid positions for Race Two (2) (not the Excel Dash for Cash) will be determined only by the lap times achieved in that days Driver A and Driver B Qualifying Sessions.
- 2.6.4 If a car fails to set a qualifying time in any qualifying sessions, the qualifying time for gridding purposes will be five (5) minutes and zero (0) seconds. In a case where there are two (2) or more cars so affected, the order on the grid will determined by, and with the approval of, the Stewards of the Meeting.
- 2.6.5 There is no restriction on which driver may start either Race One (1) or Race Two (2), however the starting driver of each race must be nominated in writing, to the Secretary of the Meeting, NO LESS than thirty (30) minutes following the conclusion of Driver B Qualifying each day.
- 2.6.6 In the case where an entry has gained a place in the Shootout the starting driver for Race One (1) must be nominated in writing, to the Secretary of the Meeting, NO LESS than fifteen (15) minutes following the publishing of the Shootout results.

2.7 GRID POSITIONS EXCEL DASH FOR CASH ONLY

- 2.7.1 Participation in the Excel Dash for Cash will be determined by ten (10) fastest lap times, published as Final by the Chief Timekeeper, achieved in the Driver A and Driver B Qualifying Sessions on Sunday November 14th.
- 2.7.2 The Excel Dash for Cash will be regarded as a feature race for those cars which drivers achieved the ten (10) combined fastest times published as Final by the Chief Timekeeper.
- 2.7.3 In the case where an entry has gained a place in the Excel Dash for Cash the driver who will participate in this race must be nominated in writing, to the Secretary of the Meeting, NO LESS than Fifteen (15) minutes following the posting of combined qualifying times on the day.
- 2.7.3 The grid will be determined by the drawing of a ballot.
- 2.7.4 The nominated driver whose entry sets the faster qualifying time for their vehicle will draw from the grid ballot draw first (1st). The nominated driver whose entry sets the second faster qualifying time for their vehicle will draw from the grid ballot draw second (2nd) and so on.

2.8 EXCEL DASH FOR CASH

- 2.8.1 Any car-to-car contact during this race will result in an investigation by the Clerk of the Course and/or the Steward of the Meeting. If as a result one or more parties is found responsible that/those entry/s will be excluded from the results.

2.9 START PROCEDURE

- 2.9.1 The start procedure for each race, including the excel Dash for Cash, will be a Standing Start in accordance with AASA Standing Regulation 2.20.

2.10 AWARDS & POINTSCORE

- 2.10.1 Points, as detailed in the tables below, will only be awarded to the drivers classified as finishers in the final results of each race.
- 2.10.2 Points for classified finishers in Race One (1):

Finishing Position	Points	Finishing Position	Points
1 st	500	2 nd	495
3 rd	490	4 th	485
5 th	480	6 th	475

For those classified in Finishing Position Seventh (7th) to last, each position will be less four (4) points.

2.10.3 Points for classified finishers in Race Two (2):

Finishing Position	Points	Finishing Position	Points
1 st	1000	2 nd	995
3 rd	990	4 th	985
5 th	980	6 th	975

For those classified in Finishing Position Seventh (7th) to last, each position will be less four (4) points.

- 2.10.4 In the case where a competitor fails to finish a race and is classified as a Did Not Finish (DNF), no points will be awarded to that competitor for that race.
- 2.10.5 In the case where the driver/s of 2 (two) or more entries score the same total point score the winner/s will be the driver/s that are classified as having finished in a higher placing in Race Two (2).
- 2.10.6 Trophies will be awarded to 1st, 2nd and 3rd drivers for the David Lowe Memorial Excel Enduro Cup Race One (1) and Race Two (2).
- 2.10.7 The 2021 David Lowe Excel Enduro Cup will be awarded to 1st, 2nd and 3rd drivers that have the highest combined points for David Lowe Excel Enduro Cup Race One(1) and Race Two (2)

2.11 COMPULSORY PIT STOPS (CPS)

During each ninety (90) minute race each car must complete one (1) Compulsory Pit Stop (CPS) within the prescribed CPS window. For the purpose of calculation, the race time will commence at the start of the Formation Lap.

- 2.11.1 The CPS window will open at thirty (30) minutes after the start of the Formation Lap and close at sixty (60) minutes after the start of the Formation Lap.
- 2.11.2 During the CPS each Competitor must conduct a driver change.
- 2.11.3 During a CPS each car must remain stationary in its allocated pit bay for a minimum stopped time of two (2) minutes. Any car failing to comply with this will be subject to a Pit Lane timed stop or an additional race time penalty equal to two (2) times its CPS minimum stopped time.
- 2.11.4 A car will be deemed to have commenced its CPS minimum stopped time (see 2.11.3) when it comes to a complete stop in its allocated pit bay.
- 2.11.5 There is no restriction (with the exception of re-fuelling) as to work that can be carried out on the car. Re-fuelling is expressly forbidden at all times from when the automobile enters the designated Assembly Area until the car leaves the circuit after completion of each race.
- 2.11.6 Prior to a car stopping in its allocated pit bay, all associated Team Members (except the Car Controller) and equipment must be behind the Prescribed Pit Lane Line. The Prescribed Pit Lane Line is the RED line in front of the Pit Lane Garages between the front of the Pit Lane Garage and the Inner Lane (see Supplementary Regulation 24.1).
- 2.11.7 Prior to a car safely leaving its allocated pit bay, all associated team members (except the Car Controller) and equipment must be back behind the prescribed Pit Lane Line.
- 2.11.8 A maximum of two (2) team members (not including the Car Controller) are permitted to cross the Prescribed Pit Lane Line to work on a car during a CPS. If extensive work is required to be performed on the car during a pit stop, the car, with prior approval from the Chief Scrutineer, may be permitted to be moved to the garage to complete the work once the CPS is completed. In such instances, when the car is within the garage, the number of team members permitted to work on the automobile is free.
- 2.11.9 Should a driver change be performed during a pit stop, the in-coming and out-going Drivers will not be deemed a team member for the purposes of the above regulation. Other than assisting each other to enter and/or exit the automobile, neither Driver is permitted to perform work of any kind on the car during a pit stop until the driver change has taken place and as long as the maximum of two (2) team members

performing work is not exceeded. Changing of Drink Bottles by the driver will be deemed part of the driver change.

- 2.11.10 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 at the front of the car in clear view of the driver and is responsible for the safe conduct of the pit stop and departure of the car at the completion of any pit stop. The Designated Car Controller is not permitted to assist in any way with a pit stop and will not be part of the count regarding the number of persons permitted to assist with a pit stop.
- 2.11.11 The Designated Car Controller must wear a high visibility vest at all times for the entirety of any Pit Stop. An exception will be made for a competitor with no designated pit crew, where the incoming driver will assume the role of Car Controller. In this case, the Car Controller will not be required to wear a high visibility vest. In addition, the competitor must advise the Clerk of the Course, or approved nominee, Thirty (30) minutes prior to the start of the Formation Lap that the exiting driver will assume the role of Car Controller at each Pit Stop.
- 2.11.12 For a pit stop, where applicable, the Designated Car Controller may be in a position in Pit Lane to assume control of the car one (1) lap before the car crosses the control line at pit entry, and must be behind the Prescribed Line before the car crosses the control line at Pit Lane exit.
- 2.11.13 A CPS may be taken under safety car conditions, but Pit Exit will be closed while the Safety Car transits the Pit Straight.
- 2.11.14 A car will be deemed to have completed a CPS when the car exits pit lane and re-joins the track.

2.12 DRIVER & PIT CREW APPAREL

- 2.12.1 All Drivers and Pit Crew MUST be attired in accordance with AASA Appendix 4 – Apparel Requirements.

2.13 TEAM TO CAR COMMUNICATION

- 2.13.1 Team-to-car communication is allowed and will be by way of hand-held lap boards and/or Radio's or Mobile Phone devices.

2.14 COMPETITION NUMBERS

- 2.14.1 Each Competitor must include their preferred Competition Number on their Entry Form/s. The CA will have the final discretion as to the allocation of Numbers and decide matters when duplicate requests for Numbers are received. Competitors will be advised of the final decision as early as possible, at the latest with the confirmation of event entry.

2.15 JUDICIAL VIDEO CAMERA & RECORDING DEVICE

- 2.15.1 Each vehicle must carry a fully operational Digital Video Camera (DVC) and Recording Device (RD) and any associated Camera Equipment (CE) to ensure the full functionality and recording capability of the Camera in each practice, qualifying and racing session.
- 2.15.2 The Camera system must be supplied by the Competitor/Driver and authorised by the CA.
- 2.15.3 The DVC, RD, CE and any associated equipment must be installed in the car, to the satisfaction of the Chief Scrutineer, with the camera pointed in a forward direction with a field of vision sufficiently wide to record clearly, and without obstruction at all times, the driver's view of the track ahead.
- 2.15.4 The Competitor/Driver is required to ensure that the Camera is switched on and functioning in the correct manner prior to the car entering the circuit for each practice, qualifying and racing session and remain operational for the entire duration of each on track session or race.
- 2.15.5. Access to the DVC, RD, CE and any associated equipment must be provided to technicians appointed by the CA at any time upon request.
- 2.15.6 No person other than authorised personnel shall interfere with the Camera, other than to remove and replace the Secure Digital Memory (SD) card.

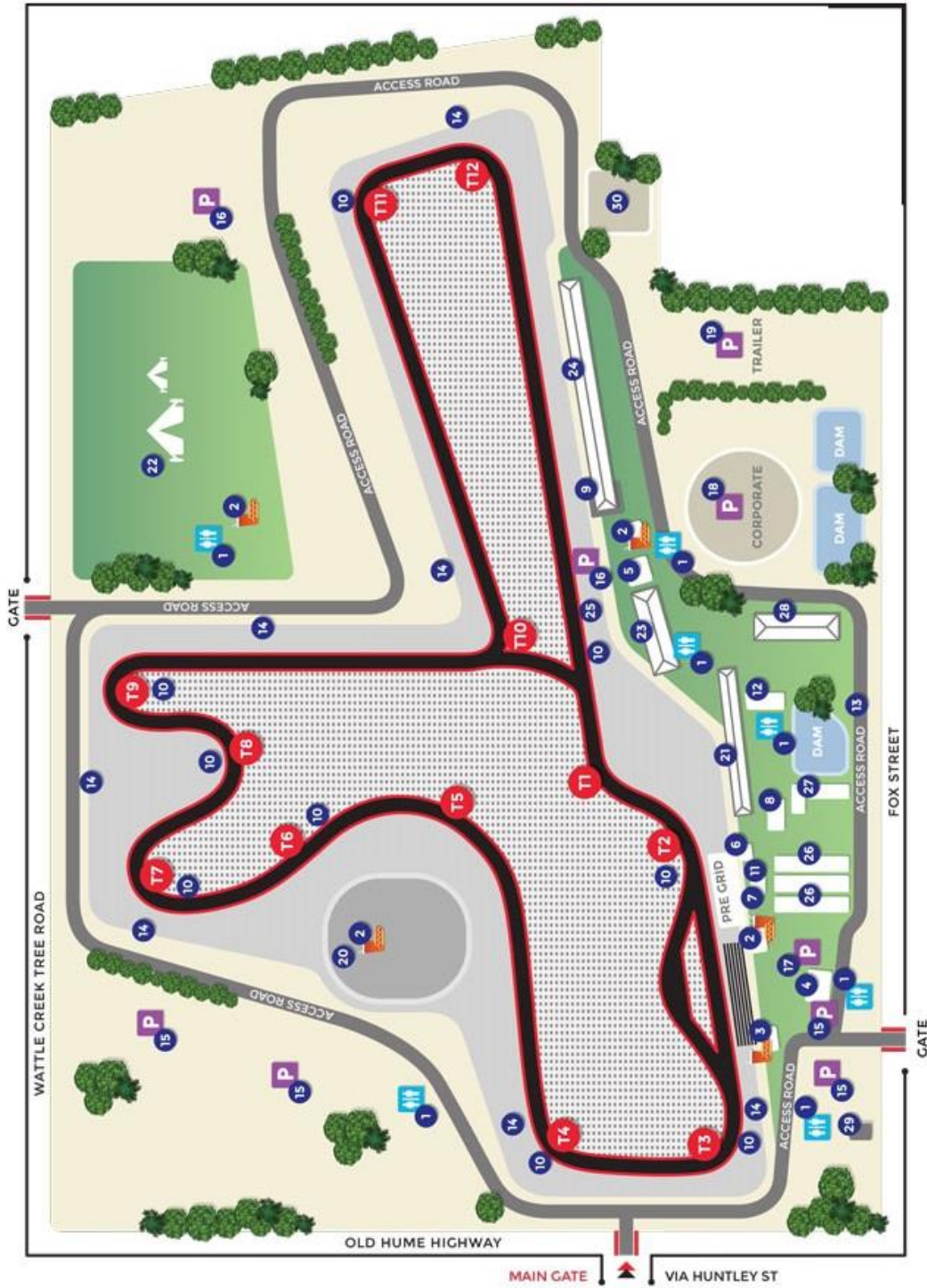
- 2.15.7 When requested, a Competitor/Driver must immediately provide the SD card from their car to the CA, the Clerk of the Course and/or Stewards upon request.
- 2.15.8 Each video file recorded on the camera must be viewable on a standard video player or computer using Windows Media Player or VLC software.
- 2.15.9 The recorded images must provide appropriate detail and be of sufficient quality to allow the CA, the Clerk of the Course and/or Stewards to adjudicate on any on track incident.
- 2.15.10 Each camera SD card must be clearly marked with the competition number of the car to which it is installed.
- 2.15.11 The SD card must remain available in the camera for thirty (30) minutes after each on track session or race.
- 2.15.12 The images/footage stored on an SD card is not permitted to be deleted/cleared until after the completion of each on track session or race and only with the written approval of CA.
- 2.15.13 Every Competitor/Driver must have a spare SD card available for each of their cars to ensure no images are lost and for instances where the original SD card may be required for examination by the Clerk of the Course and/or Stewards.
- 2.15.14 Any error, action, omission or failure which causes a loss of, or failure to produce, any video image shall be investigated and may be referred to the Stewards.

2.16 VEHICLE SIGNAGE REQUIREMENTS

- 2.16.1 Each car must display all sponsor decals as supplied by H.E.R.A. Locations to keep free for these are on both front doors above the race number and on the top section of both the front and rear windscreens, as determined by the CA.
- 2.16.2 Any Competitor or Driver who fails to comply with this requirement will be ineligible for points and may, at the discretion of the Stewards of the Meeting, be excluded from the competition until such time as compliance is achieved.

**Prue Payne
Secretary of the Meeting**

WELCOME TO WINTON MOTOR RACEWAY THE NATION'S ACTION TRACK!



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- 11 WEIGHBRIDGE
- 12 DRIVERS BRIEFING ROOM
- 13 ACCESS ROAD
- 14 SPECTATOR AREA
- 15 SPECTATOR PARKING
- 16 DISABLED PARKING
- 17 OFFICIALS PARKING
- 18 CORPORATE PARKING
- 19 TRAILER PARKING
- 20 MOTORKHANA PAD
- 21 SUPPORT GARAGES
- 22 CAMPGROUND AMENITIES
- 23 CORPORATE FACILITY
- 24 PIT LANE GARAGES
- 25 DISABLED VIEWING
- 26 CARPORTS
- 27 WINTON WORKSHOP
- 28 "S" GARAGES
- 29 CREDENTIALS OFFICE
- 30 HELIPAD