



World Time Attack Challenge 2019

18th and 19th October 2019

Support Event Supplementary Regulations

Including:

Flying 500

Demonstrations

Stylized Car Show

and

Further Regulations for WTAC

CAMS Permit No. 819/1910/01

General Regulations for Support Events

1. SUPPORT EVENT TITLES

- (a) The event known as the World Time Attack Challenge Sydney 2019, to be held on the 18th and 19th of October 2019, shall incorporate the following Support Events:
 - (i) Turbosmart Flying 500
 - (ii) Other Demonstrations including Drift demonstrations, Burnout, Supra Touge and other full circuit demonstrations or parades
 - (iii) Stylized Car Show

2. ORGANISATION AND STATUS

- (a) The Support Events shall be held under the FIA International Sporting Code including Appendices, the National Competition Rules (NCR) of the Confederation of Australian Motor Sport Ltd (CAMS), published by CAMS, the Speed Event Standing Regulations, the **WTAC Supplementary Regulations**, these Support Events Supplementary Regulations, and any Further Regulations or Bulletins or instructions to Competitors that may be issued.
- (b) The Support Events shall be Multi-Club Speed Event including a Single Car Speed and Acceleration test and demonstration activities in accordance with the NCR's, with international participation not part of any Series or Championship.
- (c) Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to the event. Further details can be found in the CAMS Insurance Handbook, available at www.cams.com.au
- (d) The Support Events shall be conducted under and in accordance with CAMS OH&S, Safety 1st and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au

3. ADMINISTRATION AND EVENT STAFF

- (a) **Promoter & Organiser:**
As per WTAC
- (b) **Organising Committee:**
As per WTAC
- (c) **CAMS Stewards of the Meeting**
As per WTAC
- (d) **Senior Race Officials of the Meeting:**
As per WTAC

4. CIRCUIT DETAILS

Venue: Sydney Motorsport Park, Brabham Drive, Eastern Creek NSW 2766

Direction:

- (i) Turbosmart Flying 500 – Gardner GP Circuit, Main Straight, Clockwise
- (ii) Other Demonstrations – Gardner GP Circuit, Anti-Clockwise
- (iii) Stylized Car Show - Static Display

5. **ORGANISER'S RIGHTS**

- (a) The Organisers reserve the right to cancel, abandon or postpone the event in accordance with NCR 59 of the current CAMS Manual of Motor Sport.
- (b) The allocation of a competition number for each automobile entered is solely the responsibility of the Organisers, who will maintain a register of all competition numbers allocated to, or reserved for, any automobile.
- (c) The Organisers reserve the right to refuse any entry in accordance with NCR 83.

6. **COMPETITOR AND DRIVER LICENCE REQUIREMENTS**

Each Driver must be 16 years or older and hold a minimum of a CAMS SPEED Competition Licence unless they comply with:

- (a) Hold a Motor Sport New Zealand National Competition Licence and Trans-Tasman Visa valid for the event; or
- (b) 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 Competitors and/or Drivers must apply to CAMS for a Foreign Participation Visa (FPV) authorisation to compete at least ten (10) days prior to the Event.

7. **DOCUMENT CHECKS AND ACCREDITATION**

Accreditation:

Each entry will be provided with:

- 1 Driver pass (this cannot be used as entry to the venue)
- 1 Pit Crew Pass (this cannot be used as entry to the venue)
- 1 Support Vehicle Pass
- 2 Event Entry Tickets (these can be used as entry to the venue)

All accreditation will be available from the Accreditation Office, Gate A, Sydney Motorsport Park (SMSPP) as follows:-

Wednesday 16 October 2019	12:00 - 18:00 hrs
Thursday 17 October 2019	06:00 - 19:00 hrs
Friday 18 October 2019	06:00 - 17:00 hrs
Saturday 19th October 2019	06:00 - 12:00 hrs

No accreditation will be issued until all fees are paid in full.

Additional General Admission tickets can be purchased prior to the event online (at a discounted price) via the World Time Attack Challenge website.

Document Checks

Document checks for each Support Event competitor/driver **must** be completed before any on-track activity. Drivers must attend the Event Secretary's office for Document checks upon arrival and before attending scrutineering.

Competitor/Driver document checks will be located at Level 1, Tower C - Hinxman Room - Event Operations and as follows:

Wednesday 16 October 2019	13:00 - 17:00 hrs
Thursday 17 October 2019	06:30 - 17:00 hrs
Friday 18 October 2019	06:30 - 12:00 hrs

Documents to be checked include but are not limited to Competition Licence, CAMS Club Membership, Vehicle Log Book, Vehicle ownership etc. Each competitor/driver will be required to sign the CAMS Event Disclaimer and complete any entry form details as required.

8. CIRCUIT ACCESS

- (a) Vehicular Access to allocated garages will be available from:
- | | |
|---------------------------|--|
| Wednesday 16 October 2019 | 1700 hrs - 1800 hrs |
| Thursday 17 October 2019 | 0600 hrs - 1800 hrs |
| Friday 18 October 2019 | 0600 hrs - 0745 hrs
1800 hrs - 2100 hrs |
| Saturday 19 October 2019 | 0600 hrs - 0745 hrs
1800 hrs - 2300 hrs |

There is no vehicular movement outside of these hours with access to the garages other than competition vehicles. You must request permission from the Organisers and the Venue Manager/Operator to bring in any support vehicle outside of these hours and only for removal of a competition vehicle from the venue. Permission is at the sole discretion of the Organisers.

- (b) ALL trailers/transporters are to be parked in the carpark P5 of SMSF immediately after unloading.
- (c) All Competitors are advised that the garages and paddock areas are secured of an evening commencing Wednesday 16 October until Sunday 20 October 2019, with roving security in place, however teams are responsible for the security of their own vehicles and equipment.
- (d) Camping is strictly prohibited throughout the Circuit and venue.
- (e) The use of any kind of two (2) or four (4) wheeled motorised bike, moped, skates, roller blades and/or scooters in the garages or paddock/Exhibition area is STRICTLY prohibited at the Event.

9. GARAGE AND PADDOCK ALLOCATION

- (a) Garage and paddock allocation will be at the sole discretion of the Event Organisers.
- (b) Turbosmart Flying 500 will be located at the exit of the tunnel on the left hand side prior to the medical centre, Stylized will be located on the Skid Pan and Other Demonstrations will be located in the main WTAC paddock area
- (c) No person under the age of sixteen (16) years is permitted in Pit Lane.

10. ALCOHOL, DRUGS AND OTHER SUBSTANCES

- (a) Any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may be tested for the presence of drugs (or other banned substances) and subject to a penalty(ies) for a breach in accordance with the CAMS Anti-Doping Policy and/or the CAMS Illicit Drugs in Sport (Safety Testing) Policy as published on the CAMS website.
- (b) Consumption of alcohol in the paddock, pits or any section of the active competition venue/course under the control of the Officials is forbidden until all competition is concluded each day. Accordingly, any holder of a CAMS 'Competition' or 'Officials' licence (or equivalent licence issued by another ASN) may also be tested for the presence of alcohol by a CAMS Accredited Testing Official (CATO) in accordance with the CAMS Standard Operating Procedure for Breath Alcohol Testing.
- (c) Competitors are responsible for ensuring the requirements of Article 9 (b) are met with members and associates of their team.

11. FUEL REQUIREMENTS PADDOCK / GARAGE AREAS

For the Support Events:

- (a) The maximum amount of fuel permitted to be stored anywhere in the paddock, garage or carport bay is 50 litres per garage or carport bay (not including any fuel in the car). Fuel must be stored handled in accordance with any instructions issued by the organisers and/or the Chief Fire Marshal, or other event officials.
- (b) All additional fuel must be stored at the Official Fuel Compound located beyond the scrutineering shed. Under no circumstances is additional fuel to be stored in garages, carports or the paddock area. Any breach of this regulation will be referred to the Stewards of the Meeting and may incur a fine and/or exclusion from the event.

- (c) At all times all Competitors must comply with the Dangerous Goods Act and Regulation - Storage and Handling of Hazardous Substances, plus the Work Health and Safety Act and Regulation for New South Wales.

Maps of the Official Fuel Compound and Nitrous Oxide Depot are available from the WTAC website.

12. CAMERAS

For Support Events the use of cameras on or in vehicles shall be in accordance with the WTAC Supplementary Regulations, Article 2.2 - Cameras, this includes the use of Video, Photographs, Etc.

13. PASSENGERS

For Support Events, passengers are only permitted if previously arranged with the event organisers and in accordance with the CAMS Motor Sport Passenger Ride Activity Policy and WTAC Supplementary Regulations Article 1.17 – Passengers.

14. SCRUTINY REQUIREMENTS – ALL SUPPORT EVENTS

- (a) All vehicles must comply with Schedules A & B of the current CAMS Manual of Motor Sport

The following is included as a guide:

1. Fire extinguisher to be a minimum 1kg and fitted within reach of the Driver.
2. Blue triangle, 150 mm on each side mounted to indicate battery location
3. Secondary method for fastening the bonnet.
4. All forward facing glass lenses to be completely covered by a protective film
5. All loose objects are to be removed from the car
6. The battery is to be firmly clamped
7. The CABIN must be effectively sealed from the engine bay, any fluid system over 500mm and the fuel systems.
8. Safety Cage Structures must be padded according to CAMS requirements (FIA or SFI padding)

- (b) Competition numbers, as provided by the event Organisers, are to be positioned on the vehicle according to the requirements of the event Organisers,

- (c) Drivers and vehicles must be presented in a clean and tidy manner completely ready for the track including the Driver's apparel and helmet. Once Scrutineered all vehicles must remain in compliance with the requirements of all regulations for the event.

- (d) Any vehicle found to be leaking oil or fluids whilst competing will be suspended from the event until the Chief Scrutineer / Clerk of the Course is satisfied that action has been taken to rectify the leak. Should there be a re-occurrence of the leak then the vehicle may face exclusion from the remainder of the event.

- (e) All vehicles must be fitted with suitable towing hooks or a similar device both front & rear to allow for the speedy removal of a vehicle from a sand trap or from the Circuit in the case of a mechanical failure.

- (f) A sticker will be issued confirming that the vehicle has passed scrutineering prior to it being able to compete. The Organisers or the Organisers delegated representative will be the sole judge of eligibility for the categories.

- (g) All Fuel shall be in compliance with Schedule G of the current CAMS Manual of Motor Sport.

15. FLAGS

Please refer to the current CAMS Manual of Motor Sport (RACE – General) for information on flags.

<http://docs.cams.com.au/Manual/Race/RA05-AppendixH-Track-Control-2019-1.pdf>

Flags used at flag points will have the same meaning as per the current CAMS Manual of Motor Sport.

Drivers not seen to obey flag signals will be dealt with by the Clerk of the Course, with sanctions ranging from a reprimand, to referral to the Stewards. The Stewards of the Meeting will have all the powers normally

assigned to them, including, but not limited to, the power to issue fines and exclude Competitors from the meeting.

The flag point at Turn 15.3 Driver's left will be used as a relay point for the Clerk of the Course flags, in particular, the Mechanical Black flag.

In the Drivers Briefing the Clerk of the Course will outline the appropriate procedure for Competitors shown the Mechanical Black flag. Failure to follow these instructions will result in sanctions as outlined above, or others as seen fit by the Stewards of the Meeting acting within their powers.

16. **VEHICLE BREAKDOWN**

In the event a vehicle breaks down or leaves the circuit during an on-track activity and it is unable to continue, the driver is to remain in the vehicle until instructed by event officials to get out of the vehicle and only when it is safe to do so and move behind the safety fence or barrier. Competitors are not to attempt to repair their vehicles.

17. **VEHICLE DAMAGE AND OIL LEAKING – ON TRACK**

Any Driver who develops an oil leak or vehicle damage and does not remove the car from the Circuit as soon as possible, or continues to drive their vehicle, may be sanctioned by Race Control, the Stewards of the Meeting and/or the Organisers. This matter will be treated seriously and any consumables used will be at a cost of the Competitor and/or additional penalties may include cancellation of a time set, a monetary fine and/or exclusion from the event.

If a fire extinguisher has been used and let off to extinguish a fire in or around a vehicle on or off the track. The cost of recharging of the extinguisher will be forwarded on to the Competitor at the cost of \$100.00 per extinguisher used. If a vehicle is found to be leaking fluid and clean up is necessary on or off the track the cost of the Dryorb bags will be forwarded on to the Competitor at the cost of \$25.00 per dryorb bag used. All use of consumables will be reported to Race Control.

18. **APPAREL**

All Drivers must wear apparel in accordance with Schedule D of the current CAMS Manual of Motor Sport and the requirements as detailed in the specific event regulations related to their entry (ie. Flying 500 etc.)

Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

19. **PIT CREW SAFETY**

- (a) In the interests of safety of all pit crews, it is compulsory to use solid, incompressible components, capable of supporting the car in the event of a failure of the jacking system, to be inserted under the car at all times when persons working on the car have any part of their body under any immovable part of the car.
- (b) Specifically excluded from this requirement is wheel changing operations, where the techniques involved do not require persons to place any part of their body under any part of the car.
- (c) All Competitors are responsible for the safe working conditions of all their Team Members and must ensure compliance with WorkCover NSW laws, regulations and compliance codes at all times.

20. **PIT LANE & PADDOCK AREA**

- (a) Pit Lane is divided into two lanes and it is defined as the area in which the speed limit applies (40 Km/h sign). The 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.
- (b) It is the responsibility of the Competitor to hold their car until it is safe to move from its pit.
- (c) No equipment may be placed on the pit signalling wall during the event.
- (d) Speed limit of 40 km/h will apply in Pit Lane at all times. If this limit is exceeded during the event, penalties may be imposed.
- (e) Any person entering the pits/Pit Lane area must have the appropriate pass/wristband and must be attired in accordance with the CAMS Manual of Motor Sport, Schedule D Article 3.6. Hereinafter referred to as "suitably attired".
- (f) Only essential motorsport officials, and television crews specifically authorised by the Clerk of the Course, are permitted at the pit signalling wall.
- (g) Smoking (including e-cigarettes), spark generating devices, and any naked flame are prohibited in the pit area, pit lane, including the pit garages, at all times during the event (Refer WTAC Art 2.6.3/2.7.8). For the purpose of this clause, garages, carports and marquees located within the Paddock shall be

deemed as included. A battery powered rattle gun or similar is not considered a spark generating device for the purpose of this regulation.

- (h) No person under the age of 16 years will be permitted in the Pit Lane at any time, unless they are an appropriately licensed Driver that is competing in the relevant event.
- (i) When exiting Pit Lane Drivers MUST stay to the left of the track until they have exited Turn 1.
- (j) Following a requirement by CAMS Public Liability 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/signaling 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 to administrative checking for inclusion with and attachment to their entry form. Refer WTAC Art 1.5.8 Pit Lane Disclaimer
- (k) Vehicle movement in the paddock (area behind the pit lane garages and includes the carport style garage areas) must be chaperoned by an Event/Race Official to observe and assist with the movement of the vehicle through the public areas and must only be conducted at walking pace at all times. Any competition vehicle that is moved through the paddock area must also be chaperoned by a team member to observe and assist with the movement of the vehicle through the public areas. There will be spectators in the paddock area, please be mindful.

21. RESULTS

A set of results will be available to all Competitors within 120hrs of the event as detailed in NCR 174. Results will be available on the natsoft.com.au website Results will be displayed electronically at World Time Attack Challenge Central during the event.

- (a) **Advertising of Results**
All advertising, sales promotion and publicity material produced by Competitors or their agents must refer prominently to the correct competition. By entering the event, all Competitors specifically agree to abide by this regulation. The official event logo and associated words must be used, and approval for such use provided in writing by the organisers. Artwork is available from the WTAC Media and Marketing Manager.
- (b) **Use of Results**
Advertising, publicity and all other statements made by Competitors and their agencies referring to the results of the competition, must be in accordance with the official results announced by the Organisers. Any Competitor or firm advertising the results of the event must state the exact conditions of the performance referred to, the nature of the competition, the category, the class, etc., of the vehicle and the position of the result obtained. Any omission or addition calculated to raise doubts in the public mind may result in a penalty being imposed on the person responsible for the publishing the advertising. No advertising regarding the winning of any of the above competitions may be made before the declaration of the final official classification, unless it includes the words 'subject to the official publication of the results' or 'these results are provisional subject to confirmation'. Once published, the final official classifications may be used in advertising without qualification as listed above

22. AUTHORITY OF OFFICIALS

Any Competitor not following a reasonable instruction by an Official during the Event will be reported to the Stewards and may be the subject of a penalty up to and including disqualification at the discretion of the Stewards of the Meeting in accordance with CAMS NCR.

23. PROTESTS

Any protests must be made in accordance with Part XII of the National Competition Rules (NCRs) of CAMS. A protest fee must be made to CAMS prior to the protest being heard by the Stewards of the Meeting. Protests must be made to the Clerk of the Course who will then refer the Competitor and protest to the Stewards of the Meeting.

Specific Regulations for Turbosmart Flying 500

1. ENTRIES

- (a) Entries for the Turbosmart Flying 500 shall be by invitation only and as accepted by Turbosmart and the Event Organisers. Accepted vehicles must be from the workshop invited. Turbosmart (the Company) bear the costs of entry to the Flying 500.
- (b) Invited workshops may nominate 2 vehicles for the Flying 500 battle however only one vehicle may compete. The second nominated vehicle will compete if the first nominated vehicles retires prior to the start of the session.
- (c) Vehicles must be scrutineered as per Article 13 of the General Regulations for Support Events.
- (d) The organisers reserve the right to accept or reject entries at their sole discretion without assigning reason in accordance with CAMS NCR 83.

CAMS Entry Form

The official CAMS WTAC Entry forms (includes Support Events) will be available for download from the WTAC website. Competitors will receive an email advising when they will be available. Entry Forms must be lodged with the Event Secretary no later than 27 September 2019. A \$55 administration fee will apply for Entry Forms received after 27th September 2019.

Entry forms which are not completed correctly will be returned and the entry will not be accepted until completed and received back by the Event Secretary. A \$55 administration fee will apply.

Signatures can be completed at SMSP during documentation checks.

2. COMPETITOR BRIEFING

- (a) Each Competitor/Driver **must** attend the Drivers Briefing for the event they have entered and any other briefings requested by the organisers. Attendance must be confirmed by signing the attendance sheet.
- (b) Any failure to attend or sign in for the entire duration of any Drivers Briefing will be referred to the Stewards of the Meeting, who may impose a penalty up to and including exclusion from the event.
- (c) Drivers Briefings may include information on
 - (i) the physical layout of the course, including the competition area;
 - (ii) designated changeover area with precise details in regard to the way in which the event will be conducted;
 - (iii) the marshalling procedure for the event; and
 - (iv) any other information the Clerk of the Course feels necessary to explain.

Drivers Briefing for Flying 500, Drift Demonstrations and other Demonstrations will be conducted prior to each activity in the Drivers Briefing Room, Hinxman Suite, SMSP. Times will be advised to each group by the Clerk of the Course or their representative.

3. EVENT REGULATIONS

- (a) The Turbosmart Flying 500 is a Top Speed competition, commencing with a rolling start and run over a set course.
- (b) The course will be on the Main Straight of the SMSP Circuit, in the reverse (Clockwise) direction commencing on the tarmac strip located adjacent to Turn 1.
- (c) Each competitor will get two (2) runs each day, with a total of four (4) runs of the course for the event.
- (d) Top speed will be measured by a radar speed trap located at the finish line. The event official in control of the radar speed trap will be the Judge of Fact in determining the speed achieved.
- (e) The winner will be the car with the fastest recorded speed on the course over the two days.
- (f) A trophy will be awarded for each of the top three (3) fastest times over the two days.

- (g) The trophy presentation will take place immediately after the Flying 500 competition on Saturday on the main straight, under the direction of the event organiser.
- (h) When not competing it is compulsory that each Flying 500 car is to be placed on display in the designated Flying 500 area.
- (i) Each Flying 500 car is required to have the official Flying 500 windscreen banner fitted before the first run.
- (j) Each Flying 500 car will be required to undergo Scrutiny before participation in the event. The Scrutiny times will be advised in the Event Schedule.
- (k) If a session needs to be stopped using Red Flags and/or Lights they will be shown on the main straight by officials. Please reduce speed and return to your starting position in the correct direction as per instructed. Officials will advise if the session will be re-run.

4. **VEHICLE AND COMPETITOR/DRIVER COMPLIANCE AND SAFETY**

- (a) To be eligible to compete in the Flying 500 each vehicle must comply with Schedule A and B of the CAMS Manual of Motor Sport and meet the following requirements:
 - i. be equipped with two (2) front seats, for a driver and a passenger;
 - ii. be fitted with a minimum of a CAMS Manual Schedule I, Type C Safety Harness (lap Sash seat belt) for the Driver;
 - iii. be fitted with radial tyres only;
 - iv. the use of Methanol fuel is not permitted; and
 - v. be deemed by the event organiser to be road registered.
- (b) The use of Nitrous Oxide is permitted provided the fitment is to the satisfaction of the Chief Scrutineer (based on the ANDRA drag racing requirements and the WTAC Nitrous Oxide Requirements).
- (c) Each driver must wear a helmet and apparel in compliance with the requirements for a National Speed Event in accordance with CAMS Manual of Motor Sport, Schedule D. Apparel, at a minimum, will be clothing from ankles to neck to wrist. Clothing of flammable synthetic material, such as nylon, is not acceptable. Only enclosed shoes with a leather upper are permitted.
- (d) A convertible open type vehicle must be equipped with a hard top or a safety cage structure that complies with CAMS regulations, and/or meets the approval of the Chief Scrutineer.
- (e) Each car must carry a minimum of one (1) hand held fire extinguisher, in accordance with CAMS Manual, Schedule H requirements for a Speed Event, including the requirements for the fitment of the extinguisher. The minimum number and size of extinguisher is 1 x 900g.
- (f) Each vehicle must be presented in a safe and ready to start manner. No loose items are permitted within the cockpit of the vehicle. The Chief Scrutineer will be the Judge of Fact for any safety related issue, or any determination of an unsafe vehicle.
- (g) A car found to not complying with the above will not be permitted to compete.

Further Regulations for WTAC

The following articles delete and replace those corresponding articles in the WTAC Supplementary Regulations.

1.2.4 This Event shall be conducted under and in accordance with CAMS OH&S, Safety 1st and Risk Management Policies, which can be found on the CAMS website at www.cams.com.au

1.3.4 CAMS Stewards of the Meeting:

WTAC	Chief Steward	Alan Evans
	Steward	Lester Gough
	Steward	Robert Wells

1.11.3 Document Checks

Competitor/Driver document checks will be located at Level 1, Tower C - Hinxman Room - Event Operations and as follows:

Wednesday 16 October 2019	13:00 - 17:00 hrs
Thursday 17 October 2019	06:30 - 17:00 hrs
Friday 18 October 2019	06:30 - 12:00 hrs

Documents to be checked include but are not limited to Competition Licence, CAMS Club Membership, Vehicle Log Book, Vehicle ownership etc. Each competitor/driver will be required to sign the CAMS Event Disclaimer and complete any entry form details as required.

3.1.2 SHOOTOUT – PART OF WORLD TIME ATTACK CHALLENGE

Included in the World Time Attack Challenge will be a shootout as set down in the schedule.

3.1.2.1 Times recorded in the shootout will be counted as normal World Time Attack laps.

3.1.2.2 **DELETED**

3.1.2.3 The Shootout is only an opportunity for invited competitors to set a time as part of the World Time Attack Challenge on a clear track.

3.1.2.4 Each car will be released at spacing determined by the Clerk of Course. The car must proceed on a warm up lap and will receive a waved green flag at the control line (start/finish line) to initiate the commencement of the flying lap. The car will receive a waved chequered flag at the control line (start/finish line) to show completion of the flying lap. Car must commence cool down lap in a swift manner and proceed around through to pit lane entry.

Club, Open and Pro Am Shoot out Procedure

Pit exit will open at the appointed time. Competitors in the shootout will be advised of their running order. Each competitor is to make their way to the pit exit and be ready to leave pit exit when the car prior to them in the order is leaving. And competitor who does not make their way to pit exit in time to commence their warm up lap when indicated may forfeit their right

3.1.2.5 The Organisers will invite the top 5 placed cars in each category to take part in The Shootout. If one of the Top 5 cars in each category refuses their invitation or cannot compete due to unforeseen circumstances, the next fastest car will be invited at the Organisers discretion until the 5 places are filled.