



Drivers' and Competitors' Briefing Notes

Event Name	2026 WASCC Racing Championship Round 2	Event Date	18 – 19 April 2026
From	Clerk of the Course	Version	1
To	All Drivers & Competitors		
CC	Stewards of the Meeting		

These notes are to be read in conjunction with the current [FIA International Sporting Code](#) including Appendices (ISC), [Motorsport Australia National Competition Rules](#) (NCR), [Circuit Race Standing Regulations](#) (CRSR) published by Motorsport Australia, relevant Championship and/or Series Sporting and Technical Regulations as approved by Motorsport Australia, the Supplementary Regulations, Further Regulations, and any Bulletins that may be issued.

This event is held under the [Motorsport Australia Occupational Health and Safety Policy](#). A copy of this is available on the Motorsport Australia website.

1. Requests for Investigation – All Categories

- 1.1. If there is an incident during any session that you would like Race Control to investigate, please complete a Request for Investigation form found here: [Wanneroo RFI](#), or by scanning the QR code to the right (also available in Race Office).
- 1.2. Alternatively, please email wannerooracecontrol@outlook.com, including the following information: Your name and Car number, Car numbers or full names of the driver(s) involved, rough lap or time the incident occurred, what happened, and whether you have evidence (e.g. on-board camera) available.
- 1.3. An RFI must be lodged within 30 minutes of the chequered flag of the respective session in which the incident occurred.
- 1.4. Any RFI not lodged in accordance with this section will be refused.
- 1.5. Drivers and Competitors must remain at the Circuit for a minimum of 30 minutes after their last race unless they are approved to leave earlier.



2. Race Control Access

- 2.1. Access to Race Control is restricted to Race Control officials, Stewards, the Secretary of the Event, and Timing officials. If you require clarification on any items during the event, please email wannerooracecontrol@outlook.com or see the Secretary of the Event in the Race Office who will contact Race Control.
- 2.2. Any person called to Race Control via the PA is asked to proceed to Race Office and speak to a member of the Event Administration team. They will then call Race Control and advise us of your arrival. You will then be directed to the appropriate location to speak with the appropriate officials.
- 2.3. Any person called to Timing is asked to knock on the timing door.

3. Marshalling (All Sessions)

- 3.1. The Marshalling Area/Dummy Grid is in Pit Lane for all categories. Cars grid on a 45° angle in the numbered bay for their grid position (see *Attachment B – Marshalling Area Maps*)
- 3.2. Access to the Marshalling Area is via South Ramp.
- 3.3. Any driver who pulls into the incorrect bay must exit the Pit Lane via North Ramp, drive through the Paddock and return to Pit Lane via South Ramp to re-grid.
- 3.4. The '1 Minute' signal (board and siren) will be displayed from Pit Exit and the Starter's Box in the Pit Lane. All crew members must move away from the car immediately and no further work is permitted on any Car after the '1 minute' signal.

4. Qualifying

- 4.1. Any cars in Pit Lane when the Chequered Flag is displayed, at direction of officials, must return to the Paddock via North Ramp.
- 4.2. It is recommended that categories with headlights switch them on when on a flying lap to warn drivers ahead.

5. Race Starts

- 5.1. For standing starts only, the Safety Car will park in the stand-off position near the B-double road (Attachment A – Circuit Diagram) at the end of the formation lap. No weaving, acceleration or braking is permitted from MP6.7 until you have passed the Safety Car.
- 5.2. All drivers must completely understand the start and aborted start procedures appropriate to their category.

6. Pit Entry and Exit Blend Lines

- 6.1. Drivers must use the pit entry and exit roads for all sessions.
- 6.2. During any session, any vehicle that is unable to exit the circuit via South Ramp without any part of their car crossing the blend line must transit the pit lane and return to the paddock via North Ramp.
- 6.3. At the end of sessions and once all cars have taken the chequered flag drivers may widen the turn at pit entry to take south ramp to the paddock.

7. Driving Standards

- 7.1. Per Article 6 Code of Driving Conduct of the [Circuit Race Standing Regulations](#) and the [Driving Standards Guidelines](#), which can be found on the Motorsport Australia website.
- 7.2. For 5th Category Competitors refer to the [Historic Standing Regulations](#)

8. Track Limits

- 8.1. Judges of Fact will monitor track limits for all sessions.
- 8.2. Exceeding track limits in any session may result in that lap being deleted. A Turn 7 breach in any session may have that lap's time and the following lap's time deleted for each breach.
- 8.3. Repeated breaches of track limits during races may be referred to the stewards.

9. Flag Signals

- 9.1. Trackside Light Panels (TSPs) have been installed at all flag points to supplement the flags. The signals displayed on these panels are **regulatory in addition to any flag signals**.
- 9.2. If a red flag is shown during practice/qualifying, reduce speed, proceed to outfield Pit Lane, and follow the instructions of the officials.
- 9.3. If a race is suspended without the Safety Car on circuit, all cars must stop in single file on drivers' right on the grid with the first car to arrive in pole position.
- 9.4. If a race is suspended while the Safety Car is on circuit, all cars must follow the Safety Car.

10. Safety Car

- 10.1. The nominal location for Safety Car lights out will generally be MP6.2.
- 10.2. All automobiles must cease weaving once the Safety Car lights are out and maintain the last nominated Safety Car speed. For the avoidance of doubt, weaving will be tolerated up until MP6.5 on drivers' left. Once past this Marshal Post, weaving must cease.
- 10.3. Continued weaving or failure to maintain speed prior to the green flag being displayed or, in the case of a rolling start, start signal given may be referred to the stewards.

11. Pit Exit Operation During Safety Car

- 11.1. Pit exit shall be open at all times, except when the Safety Car and the line of automobiles following it is about the pass or are passing the Pit Exit.
- 11.2. The Pit Exit should be closed/open as per the table below unless varied for safety reasons.
- 11.3. The Pit Exit is not closed at a restart.

Close Pit Exit as the Safety Car:	Open Pit Exit when the last car in the train:
Passes the Starter's Box	Passes the SC2 Line

12. Race Receiver – HTC, HQ Holdens & Excel Cup

- 12.1. The Race Receiver will be in operation for Historic Touring Cars, HQ Holdens & Excel Cup. This is for information only and not regulatory. Drivers must abide by flags and signals displayed at Marshals' Posts.
- 12.2. The units will operate on Channel 001, 450.0000 MHz.

13. Grid Walks

- 13.1. Categories with scheduled grid walks are:
 - 13.1.1. Saturday: Sports Cars, Sports Sedans, Street Cars, WA Muscle Cars
 - 13.1.2. Sunday: 3E Production Cars
- 13.2. Cars will stay on circuit, stopping in a 2x2 formation on the grid at the end of their cool down lap. Crews, media, officials, and public will be provided access to grid once all cars have stopped. Please follow all directions from WASCC staff and officials.

14. Provisional Licence Holders

- 14.1. Drivers who hold a Provisional Circuit Licence must hand their licence passbook to the Clerk of the Course (or their delegate) at the Drivers Briefing and can be collected at conclusion of the day from Race Control.

15. Emergency/Recovery Vehicles on Circuit

- 15.1. If an emergency/recovery vehicle is deployed onto the circuit, they will keep to drivers' right until they need to cross the circuit to attend to an incident.
- 15.2. Drivers must give way to emergency/recovery vehicles on the circuit.

16. Fire Management and Circuit Safety

- 16.1. In the event of a fire during competition, drivers are reminded to take all reasonable measures to **deactivate** the automobile's electronics and **activate** the onboard fire suppression system (where fitted) as soon as possible.
- 16.2. Drivers are not to return to the paddock if they are or suspect that their car might be on fire or leaking oil or fuel.
- 16.3. Concrete walls surrounding the track can be difficult to get onto. Ladders to climb onto concrete walls are located at MP2.0 drivers' left, MP6.5 drivers' left, and beyond the debris fence after MP7.0 drivers' left.
- 16.4. If you stop on circuit and are OK, please get out of your vehicle and to a safe location behind a barrier, or signal to the nearest official(s) with a "thumbs up"

17. Technical Requirements

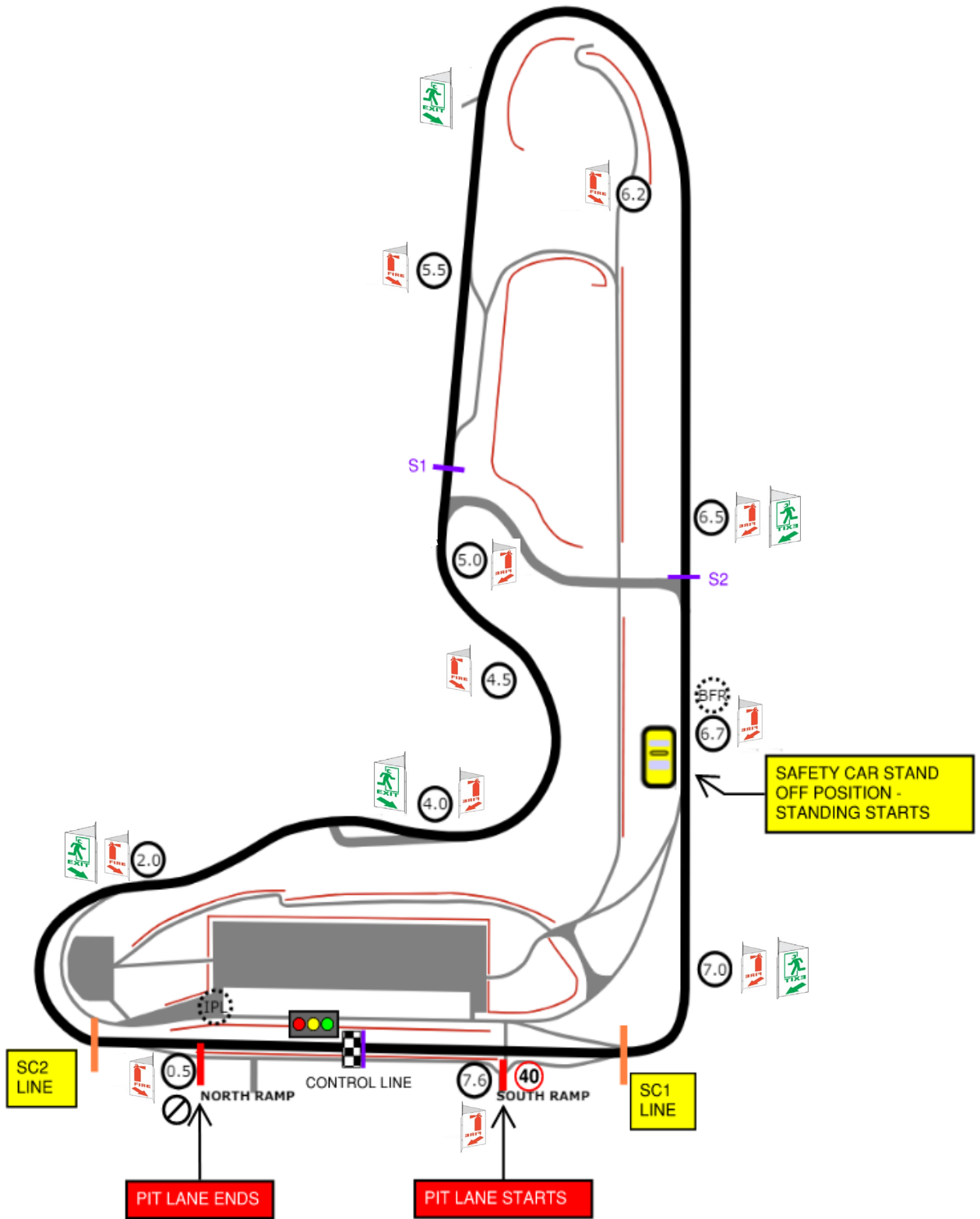
- 17.1. Self-extraction testing may take place at any time during the competition.
- 17.2. Competitors are reminded that by entering you have declared that your vehicle meets all technical and safety requirements for the event.
- 17.3. Scrutineers, in accordance with the targeted scrutiny program, may inspect vehicles during competition.
- 17.4. If a critical safety non-compliance (As defined by Motorsport Australia's Targeted Scrutiny Program) is identified the vehicle may not be permitted to continue competing until the matter is rectified. Any other non-compliance may prevent the vehicle from competing if the scrutineers and stewards determine it requires immediate corrective action.
- 17.5. If a direction is given by scrutineers to change a technical item and the competitor fails to do so the matter may be referred to the stewards if the car presents to the dummy grid for their next session. Any item to be inspected must be correctly installed in the car at the time of inspection.
- 17.6. A [Self-Scrutiny Checklist](#) is available as a guide to assist competitors in preparing their vehicles.
- 17.7. Please ensure you have attached your Scrutineering sticker to your vehicle in a visible location. Failure to do so may result in your car not being allowed onto the circuit.

18. Production Cars Enduro

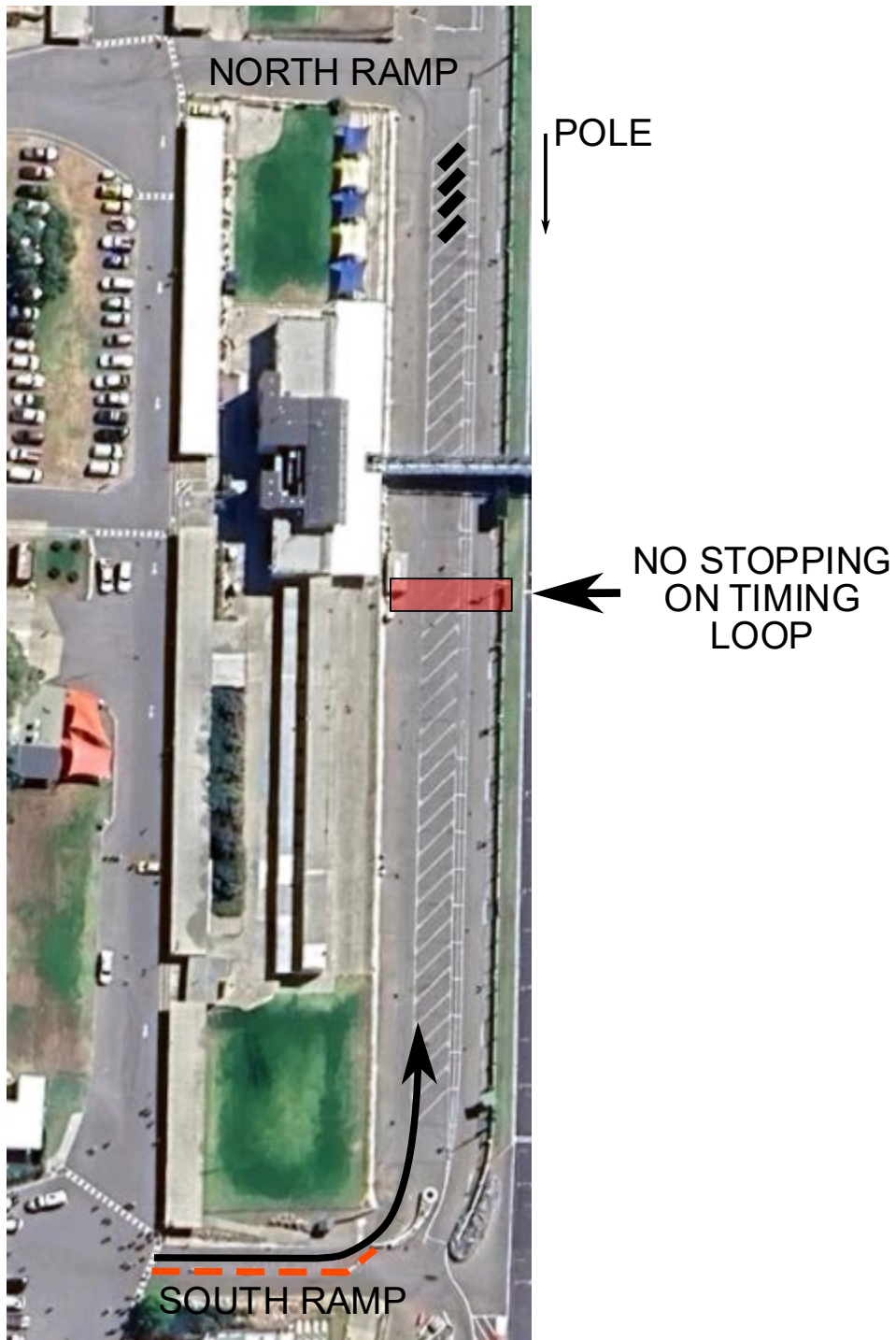
- 18.1. For specific briefing notes for the Production Cars Enduro see *Attachment C – Production Cars Enduro Briefing*

Nathan Fenn
Clerk of the Course

Attachment A – Circuit Diagram



Attachment B – Marshalling Area Maps



Attachment C – Production Cars Enduro Briefing

C1. Qualifying

- C1.1 The qualifying session will be 20 Minutes.
- C1.2 Where more than one driver has been entered, drivers must notify the Clerk of the Course (or their delegate) the starting driver for Qualifying at the drivers briefing.
- C1.3 Driver changes are permitted at any time during the qualifying session.
- C1.4 During qualifying only - driver changes are permitted if a red flag is displayed.
- C1.5 Both drivers must set a time within 130% of the fastest session time to qualify. If either driver fails to qualify a permission to start form must be completed at the race office.

C2. Races 1 & 2

- C2.1 Races 1 & 2 are combined with Improved Production Cars.
- C2.2 Driver changes are not permitted during Races 1 & 2.

C3. Race 3

- C3.1 Where more than one driver has been entered, drivers must notify the Race Office of the starting driver for Race 3 in accordance with Supplementary Regulations.
- C3.2 Compulsory Pit Stop (CPS) requirements are detailed in the Supplementary Regulations.
- C3.3 Drivers are reminded that they may not commence a CPS under safety car conditions. Cars that have already entered the pit entry road or are already in pit lane when the safety car is called are permitted to continue their pit stop and that pit stop shall be considered their CPS. Cars that enter pit lane under safety car conditions will be considered to have not completed the CPS time.
Note: A car is considered to be under safety car conditions until they pass the control line with a green flag displayed on the restart. I.e. you must take the green flag at the control line on a restart before entering pit lane for a CPS.
- C3.4 The requirements of CRSR 5.15.1.7 apply regarding driver changes during a race suspension.

C4. Pit Stops (General)

- C4.1 Competitors must ensure that all pit crew are appropriately briefed on pit stop requirements.
- C4.2 All cars must have a car controller who must not complete any task other than releasing the car. The car controller must not do any work on the car during the stop. For the avoidance of doubt, the car controller must not make contact with the car or assist any other pit crew member in any task.
- C4.3 All pit stops must be completed in accordance with CRSR 5.11.
- C4.4 No driver apparel or safety equipment may be removed until the car stops in the pit bay.
- C4.5 All driver apparel and safety equipment must be correctly fitted before the car leaves the pit bay.
- C4.6 No part of a car may cross the lines marking the edges of the pit entry and exit roads.
- C4.7 Pit lane speed may be monitored during any session by judges of fact. Minimum penalties apply for breaches of pit lane speed.
- C4.8 Refuelling in pit lane is prohibited at all times.