



FURTHER CLARIFICATION

Firstly, the West Australian Car Club and I wish to apologise to Nic and Caleb for the circumstances that have unfolded over the past 72 hours. This situation should never have occurred, and we take full responsibility for the impact of the decisions that led to this outcome.

We recognise there has been a significant amount of rumour, conjecture, and unwarranted criticism circulating within the rally community. To ensure clarity and transparency, the following outlines the circumstances that led to the withdrawal of Car 19.

Car 19 did not attend Pre-Event Scrutiny, and as a result the Chief Scrutineer and assistant inspected the vehicle on Saturday morning prior to competition commencing. The crew were not present at the time as they were on recce. During this inspection, an external wastegate was observed and noted. Based on the understanding at that time, it was believed this may have been contrary to PRC Regulations. The matter was not discussed with the competitor before competition began.

After the completion of the first four stages, when Car 19 contacted the CRO regarding remote refuelling, the eligibility concern was raised with the crew and referred through the appropriate officials, including the Stewards and Clerk of the Course. The Stewards deferred the decision back to the Clerk of the Course, based on the assumption that PRC Regulations applied, the decision was made by the Clerk of the Course for an ultimatum to be delivered to Car 19 during Service B, requiring withdrawal or being deemed ineligible. This was delivered by the Chief Scrutineer and the CRO. The competitor expressed concern that they were placed under significant pressure to retire from the event and were not provided adequate opportunity for further discussion, explanation, or review of the applicable regulations before a decision was enforced. Under the NCRs the competitor should have been referred to the Stewards for assessment of disqualification, the competitor should not have been given an ultimatum or forced to withdraw, this was against the spirit of the sport and is contrary to regulations.

Shortly afterwards, a potential misinterpretation of the regulations was identified, and Motorsport Australia Technical was contacted to confirm the correct regulatory position. Motorsport Australia subsequently confirmed the following morning that Classic C2 Regulations permit the fitment of an external wastegate. Car 19 was therefore eligible for the class entered and should not have been required to retire.

All officials involved acknowledge the errors made in this circumstance and accept responsibility for the impact of the decision. As this event was conducted under the authority of the West Australian Car Club, accountability ultimately sits with the Club and its leadership. The officials on the ground acted in good faith under time-critical circumstances and should not bear the full weight of the outcome.

As President, I am deeply remorseful that a competitor was placed in this situation and that their event was affected in this way. The West Australian Car Club values fairness and respect for every competitor, and we are committed to ensuring that no competitor is placed in such a position again. We will take the lessons from this incident and make changes to how concerns are addressed in future so they are resolved correctly, and without disrupting a competitor's rally.

Stuart Mitchell
President
West Australian Car Club

28th October 2025