Drivers' and Competitors' Briefing Notes

Event Name	**2026 WASCC Racing Championship Round 6 & IPC Nationals**	**Event Date**	17 – 18 Oct 2026
From	Clerk of the Course	**Version**	2 – Issued 16 Oct 2026
To	All Drivers & Competitors		
CC	Stewards of the Meeting, Timing, Secretary of the Event		

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. Submit RFIs via this link: Wanneroo RFI, scan the QR Code (also available in Race Office), or 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.

1.2. Provide any footage or evidence to the Race Office immediately after submitting the RFI.

1.3. Only a Competitor or Driver who has been involved in an incident that has not been the subject of a decision by the Stewards during a session may submit an RFI.

1.4. RFI must be lodged within 30 minutes of the chequered flag of the respective session in which the incident occurred.

1.5. Any RFI not lodged in accordance with this section will be refused.

1.6. Competitors are to remain at the Circuit for 30 minutes after their last race.

2. Race Control Access

2.1. Access to Race Control is restricted to key officials. If you require clarification on any items during the event, please email wanerooracecontrol@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 Admin team. They will then call Race Control and advise us of your arrival and direct you to an appropriate location to speak with a Race Control official.

2.3. Any person called to Timing is asked to knock on the timing door.

3. Practice/Qualifying

3.1. The '1 Minute' signal (board and siren) will be displayed from Pit Exit and the Starter's Box. All crew must move away from the car immediately. If your car cannot leave marshalling in sequence, hold it until all other cars have left.

3.2. All qualifying sessions will be time certain; the timing system will not stop in the event of a Red Flag. The session may be extended with approval of the Stewards.

3.3. Categories with headlights – recommend they are switched on when on a flying lap in qualifying.

3.4. **All categories except IPC:**

3.4.1. The Marshalling Area/Dummy Grid is in Pit Lane. Cars grid on a 45° angle in the numbered bay for their grid position (see Attachment B - Maps).

3.4.2. Access to the Marshalling Area is via South Ramp.
3.4.3. 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. Use of reverse gear is prohibited in Pit Lane.
3.4.4. If in Outfield Pit Lane when the Chequered Flag is displayed, at direction of officials, must return to the Paddock via North Ramp.
3.5. **Improved Production Cars:**
3.5.1. The Marshalling Area is in the infield paddock area (see *Attachment B - Maps*).
3.5.2. Cars drive forward out of garages or out of back of garages. Proceed slowly down the working lane of the Infield Pit Lane or down the back of the garages to the North. Turn right after Garage 1 and proceed to the Marshalling Area. Cars grid in a 45° formation.
3.5.3. When all cars are gridded, they will be released to Infield Pit Lane. Proceed past Garage 1 in single file and line up in single file at Pit Exit. They will be released to Circuit from Pit Exit.
3.5.4. process. There is a timing loop in the fast lane. The only time you can drive down the fast lane is if you pit during your active session for any reason, including following the Safety Car or session suspensions.
3.5.5. Parc Ferme Procedure after the final – refer to *Attachment B - Maps*.

4. Practice Starts
4.1. A practice start is only permitted at the exit of Pit Lane during practice and qualifying sessions, and in doing so no vehicle should impede another vehicle leaving the lane.

5. Pit Entry and Exit Blend Lines
5.1. No car may cross a Blend Line when entering or leaving Pit Lane. Chevrons divide the Track from the Pit Entry Road. Any car driving over the Chevrons has crossed the blend line.
5.2. Infield Pit Lane:
5.2.1. Infield Pit Entry is after T7 on DR. Do not use the Pit Entry access road prior to T7.
5.2.2. Cars must keep right of the floppy installed near start of Pit Entry Road.
5.2.3. Pit Exit open/close signal – GREEN/RED light at Pit Exit.
5.3. Outfield Pit Lane:
5.3.1. During any session, any vehicle that is unable to exit the circuit via South Ramp without crossing the blend line must transit the pit lane and return to the paddock via North Ramp.
5.3.2. Pit Exit open/close signal – STOP/GO lollipop attached to MP0.5.

6. Start and Finish Lines
6.1. The Start/Finish Line is located near the Starter's Box, as indicated on *Attachment A - Circuit Diagram* (Control Line).
6.2. Do not stop in the Outfield Pit Lane (fast or working lanes) or Infield Pit Lane (fast lane only) adjacent to the start box as the Control Line timing loop runs through the Pit Lanes.

7. Driving Standards
7.1. Per Article 6 Code of Driving Conduct of the Circuit Race Standing Regulations. Refer to Driving Standards Guidelines in how driving infringements will be interpreted.
7.2. Driving Standards for Historic Touring Cars and Formula Classic - refer Attachment B of the Historic Standing Regulations.

8. Track Limits
8.1. Judges of Fact will monitor track limits for all sessions.
8.2. The white lines determine the track limits.
8.3. Exceeding track limits at any stage will result in that lap being deleted. Exceeding track limits on the exit of Turn 7 will result in that lap and the following lap being deleted.
8.4. Multiple breaches will 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. Flag and TSP signals are both regulatory. The signal with the more restrictive measure takes precedence.
9.2. Competitors are reminded of their responsibility under yellow flag conditions per Article 4.4 of the Motorsport Australia Track Control and Flag Signalling Appendix.

9.3. If a red flag is shown during practice/qualifying, reduce speed, proceed to respective Pit Lane, and follow the instructions of officials.
9.4. 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.
9.5. If a race is suspended while the Safety Car is on circuit, all cars must follow the Safety Car.

10. Race Starts
10.1. Marshalling for races will be in accordance with Section 3.4 of this document.
10.2. Refer to the *Circuit Race Standing Regulations* and *Supplementary Regulations* for start procedures.
10.3. 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.

11. Safety Car
11.1. During SC periods, weaving is forbidden in the area(s) affected by the incident(s).
11.2. The nominal location for Safety Car lights out will generally be MP6.2.
11.3. Weaving to cease once the Safety Car lights are out and maintain the nominated Safety Car speed.
11.4. For the avoidance of doubt, weaving will be tolerated up until MP6.5 on drivers' left. Once past this Marshal Post, weaving must cease.

12. Pit Exit Operation During Safety Car
12.1. Pit exit will remain 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. The Pit Exit should be closed/open as per the table below unless varied for safety reasons:

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

12.2. The Pit Exit is not closed at a restart.

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

14. Grid Walks
14.1. Saturday: IPC after IPC Heat 1
14.2. Sunday: Formula Vee after Formula Vee Race 5.
14.3. Stay on circuit and stop in a 2x2 formation on the grid at end of 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.

15. Provisional Licence Holders
15.1. A reminder that drivers who hold a Provisional Circuit Licence must hand their licence passbook to the Clerk of the Course at the Drivers Briefing and can be collected at conclusion of the day from Race Control.

16. Emergency/Recovery Vehicles on Circuit
16.1. 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.
16.2. Drivers must give way to emergency/recovery vehicles on the circuit.

17. Fire Management and Circuit Safety
17.1. 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.
17.2. 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.

17.3. 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.
17.4. No items (including timing/data devices) can be attached to/leaning on the pit wall/debris fence. If any are observed, they will be removed.
17.5. 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".
17.6. The link road between MP5.0 and MP6.5 must not be used during sessions except for as a safe location to stop due to mechanical issues.

18. Excel Cup Pit Stop Challenge Specific Notes

18.1. **Qualifying:**

18.1.1. Drivers must notify the Clerk of the Course (or their delegate) the starting Driver for Qualifying at the Drivers Briefing.
18.1.2. Driver changes are permitted at any time during Qualifying, including under Red Flag.
18.1.3. 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.

18.2. **Races 1 & 2:**

18.2.1. Drivers must notify Race Office of the starting Driver for **all** races in accordance with the Supplementary Regulations.
18.2.2. Driver changes are not permitted during Races 1 & 2.

18.3. **Race 3:**

18.3.1. Compulsory Pit Stop (CPS) requirements are detailed in the Supplementary Regulations.
18.3.2. Drivers are reminded that they may not commence a CPS under Safety Car conditions. Cars that have already entered Pit Lane when the Safety Car boards and flags are displayed 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.
Note: A car is considered to be under Safety Car conditions until they pass the Control Line on track with a Green Flag displayed on a restart (i.e. you must take the Green Flag at the Control Line on a restart before entering Pit Lane for a CPS).
18.3.3. The requirements of CRSR 5.15.1.7 apply regarding Driver changes during a race suspension.

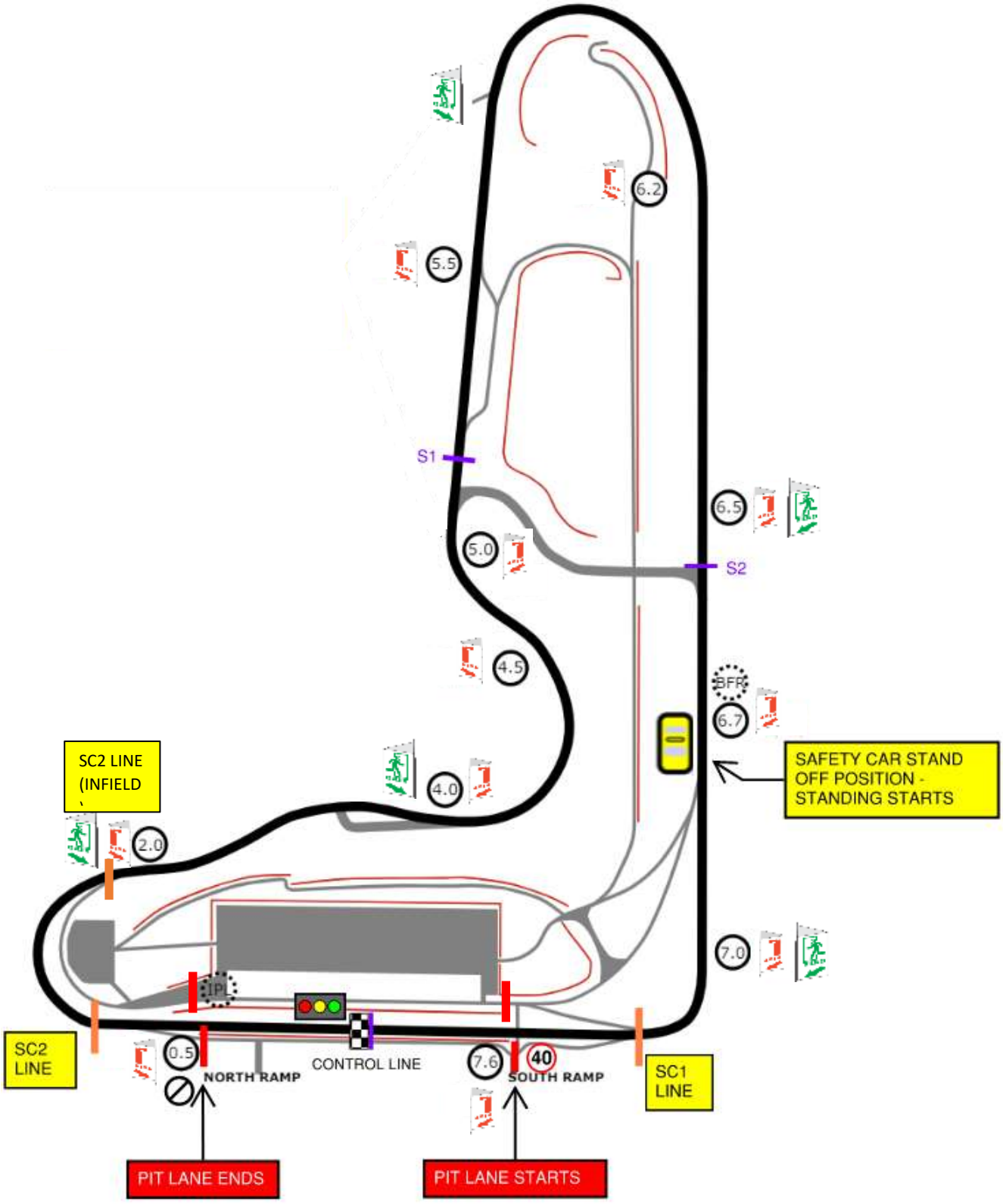
18.4. **Pit Stops (General):**

18.4.1. Competitors must ensure that all pit crew are appropriately briefed on pit stop requirements.
18.4.2. All cars must have a Car Controller who must not complete any other task other than safely releasing the car. The Car Controller must not do any work on the car during the pit 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.
18.4.3. All pit stops must be completed in accordance with CRSR 5.11.
18.4.4. No Driver apparel or safety equipment may be removed until the car stops in the pit bay.
18.4.5. All Driver apparel and safety equipment must be correctly fitted before the car leaves the pit bay.
18.4.6. No car may cross the lines marking the edges of Pit Entry and Pit Exit roads.
18.4.7. Pit lane speed may be monitored during any session by Judges of Fact. Minimum penalties apply for breaches of Pit Lane speed.
18.4.8. Refuelling in Pit Lane is prohibited at all times.

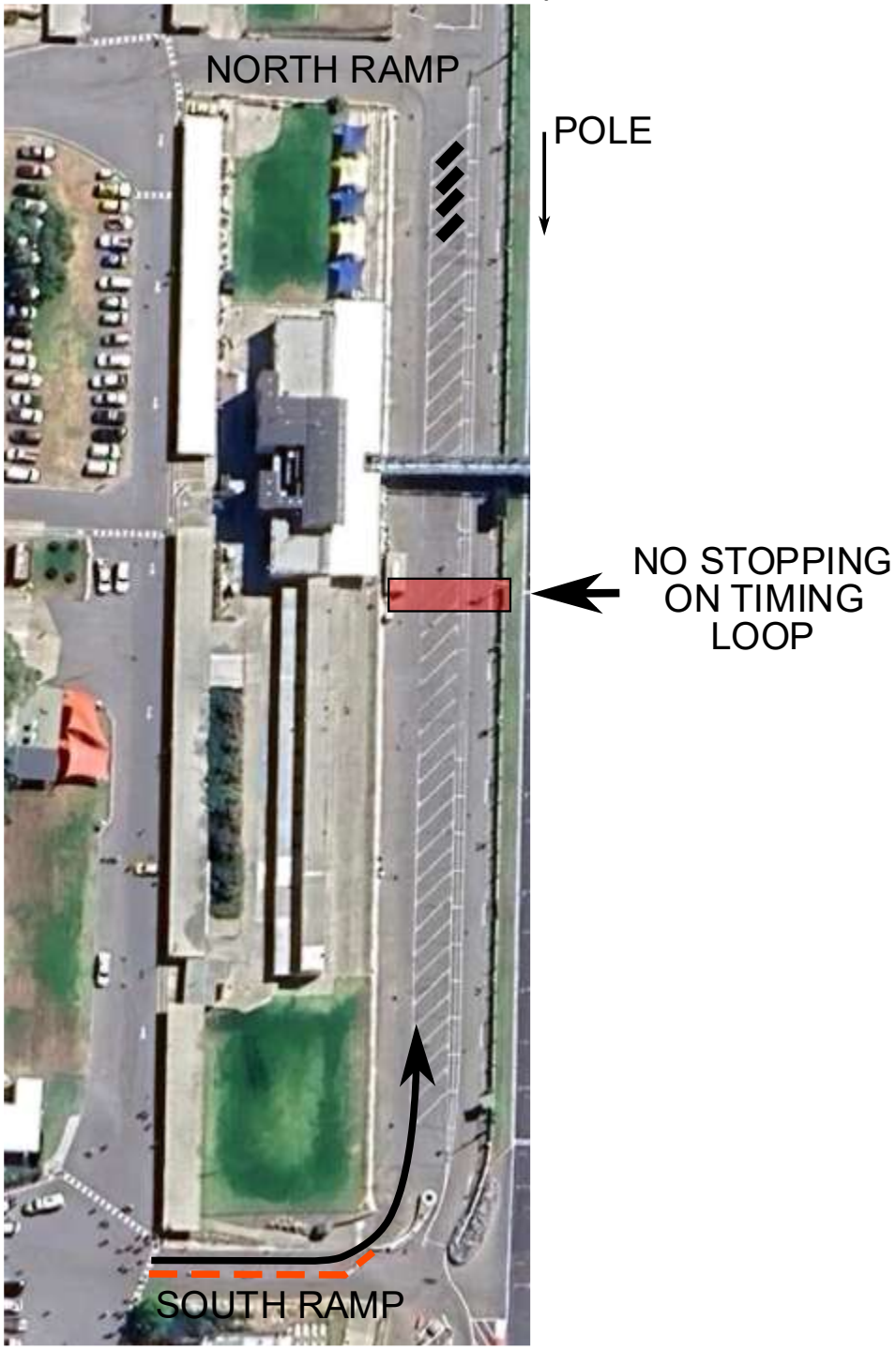
Matthew Newman

Clerk of the Course

Attachment A – Circuit Diagram



Attachment B - Maps



Marshalling Map – All categories except IPC



Marshalling Map – IPC



IPC – Parc Ferme