Drivers' and Competitors' Briefing Notes

Event Name	**2026 WASCC Racing Championship Round 4**	**Event Date**	18 July 2026
From	Clerk of the Course	**Version**	1 – Issued 14 July 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) and Regularity Trial Standing Regulations 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. Or email wanneroracecontrol@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. 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 Administration 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 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*)

3.1.1. Access to the Marshalling Area is via South Ramp.

3.1.2. 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.

3.2. 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.

3.3. 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 to ensure drivers have met the requirements to qualify.
3.4. If in Pit Lane when the Chequered Flag is displayed, at direction of officials, must return to the Paddock via North Ramp.
3.5. It is recommended that categories with headlights switch them on when on a flying lap to warn drivers ahead.

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. At Pit Lane Entry and Pit Lane Exit are solid lines separating the pit entry and pit exit roads from the track, known as Blend Lines. No car may cross a Blend Line when entering or leaving Pit Lane.
5.1.1. Chevrons divide the Track from the Pit Entry Road. Any car driving over the Chevrons has crossed the blend line.
5.1.2. 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.
5.2. Pit Exit open and close will be indicated by a green/red light located at Pit Exit. Should this fail, the STOP/GO lollipop attached to MP0.5 will be used.

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) adjacent to the start box as the Control Line timing loop runs through the Pit Lane.

7. Driving Standards
7.1. Per Article 6 Code of Driving Conduct of the Circuit Race Standing Regulations.
7.2. Driving Standards Guidelines are now in place to provide Drivers and Officials with parameters to complying with Article 6, and in assessing incidents.
7.3. Driving Standards for Historic Touring Cars and Formula Classic are in 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.

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. 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 outfield Pit Lane, and follow the instructions of the Pit Entry/South Ramp 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 3.1 of this document.
10.2. Refer to the *Circuit Race Standing Regulations* and *Supplementary Regulations* for start procedures.
10.3. Excel Cup will be a **Non-Championship Rolling Start** for both races.
10.4. 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. The nominal location for Safety Car lights out will generally be MP6.2.

11.2. Weaving is forbidden in the area(s) affected by the incident(s).

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 – Excel Cup and HQ Holdens

13.1. Race Receiver will be in operation for Excel Cup and HQ Holdens. 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. Formula Ford will have a grid walk after Formula Ford Race 1.

14.2. 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.

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".

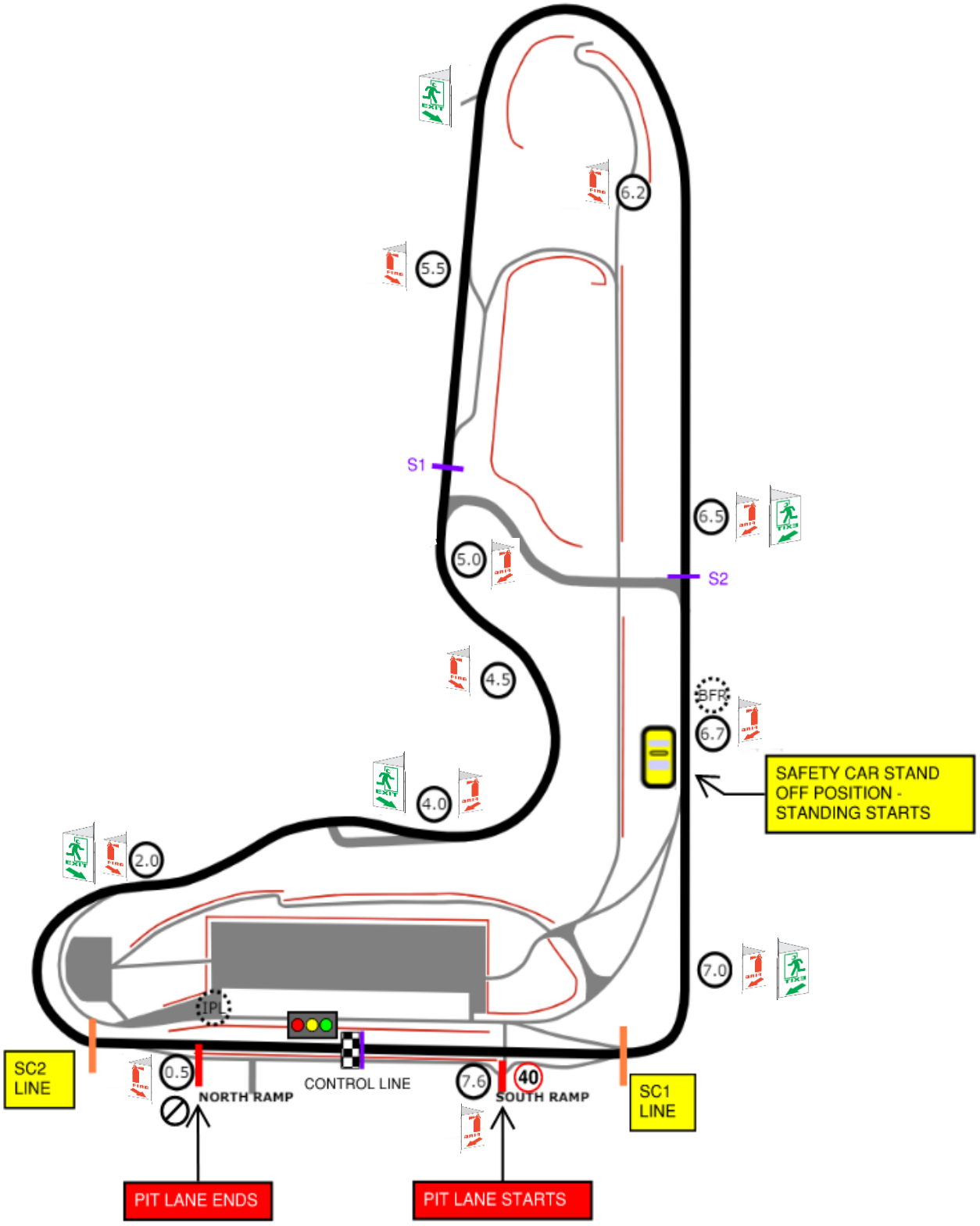
18. Scrutineering Stickers

18.1. 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.

Taylor Grant

Clerk of the Course

Attachment A – Circuit Diagram



Attachment B – Marshalling Area Maps

