Drivers' and Competitors' Briefing Notes

Event Name	**2026 WASCC Racing Championship Round 7 Nightmasters**	**Event Date**	14 Nov 2026
From	Clerk of the Course	**Version**	1 – Issued 9 Nov 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 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.

1.2. 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 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*).

3.2. 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. Use of reverse gear is prohibited in Pit Lane.

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. 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.

3.6. 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.

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

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. 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. Pit Exit open/close signal – red/green light located at Pit Exit

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 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 time being deleted. Exceeding track limits on the exit of Turn 7 will result in that lap time and the following lap time 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 **Error! Reference source not found.** 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. **Do not chase the Safety Car.**

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, Historic Touring Cars & Excel Cup

13.1. Race Receiver will be in operation for HQ Holdens, Historic Touring Cars & 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 Walk

14.1. Excel after Excel Race 2 (R10 on timetable).

14.2. 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.

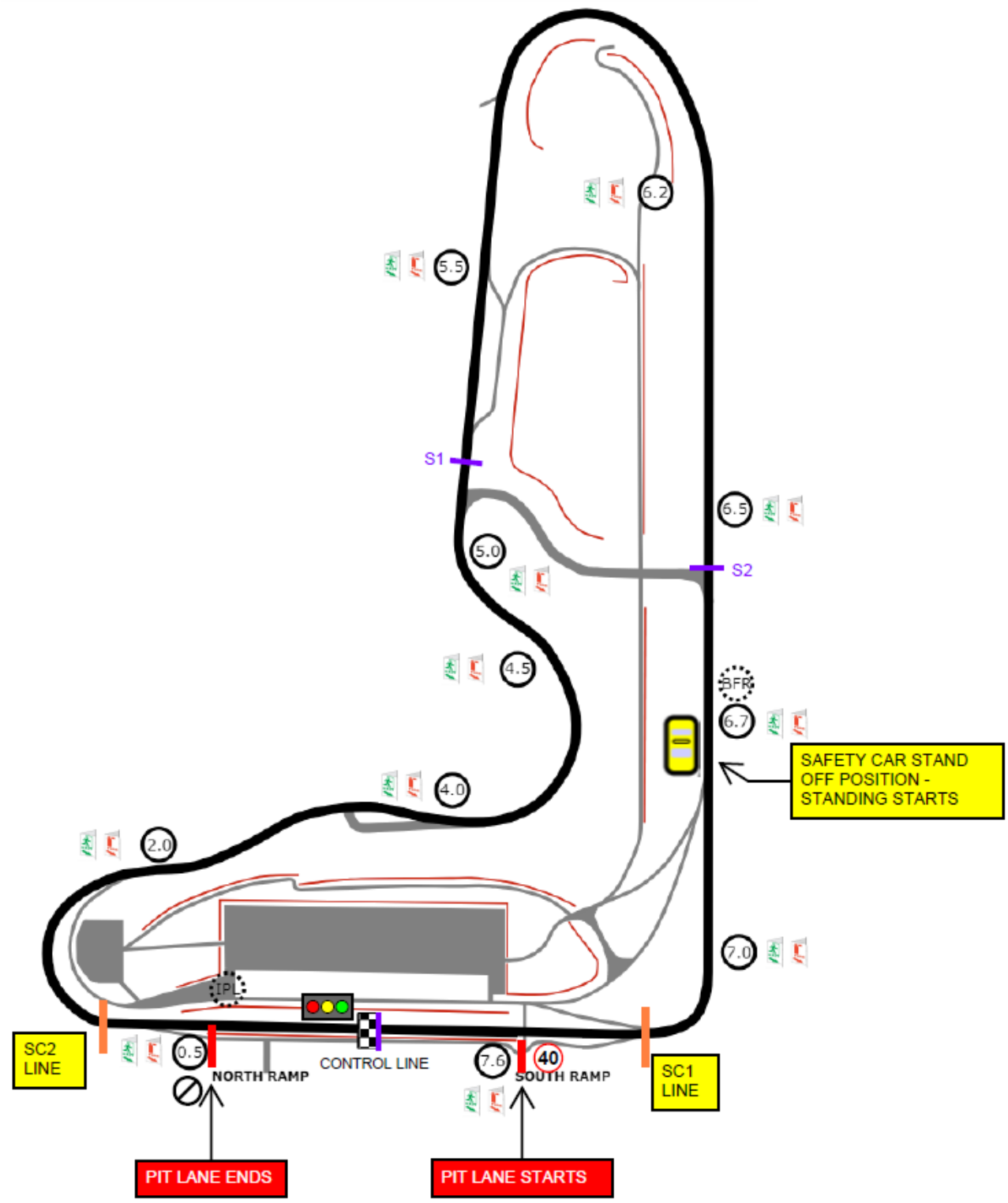
17.5. If you stop on circuit and are OK, please get out of your vehicle and to a safe location behind a barrier, or signal to the nearest official(s) with a "thumbs up".

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.

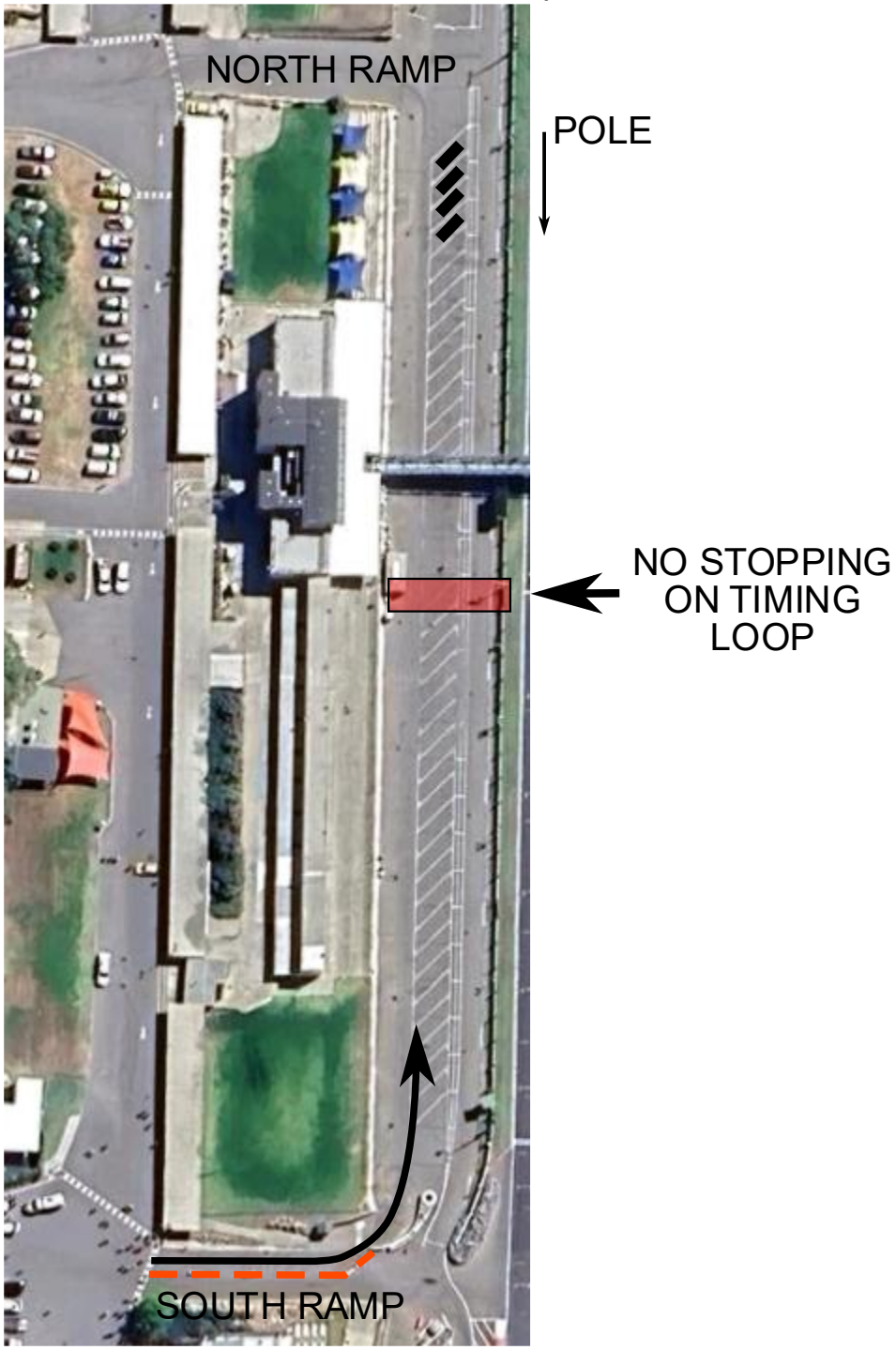
Matthew Newman

Clerk of the Course

Attachment A – Circuit Diagram



Attachment B - Maps



Marshalling Map – All categories