Officials 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 Officials		
CC	N/A		

1. Introduction and General Information

1.1. Welcome to the WASCC Racing Championship Round 6 incorporating the 2026 Improved Production Car Nationals.

1.2. Your Event Command and Event Admin officials for this event are:

1.2.1. Clerk of the Course – Matthew Newman

1.2.2. Deputy Clerk of the Course – Taylor Grant

1.2.3. Assistant Clerk of the Course – Peter Westbrook

1.2.4. Secretary of the Event – Gemma Clinton

1.3. The Motorsport Australia Stewards for this event are Tony Gard (Chair), Terri Woolhouse and Paul Woolhouse.

1.4. These notes do not replace the Official's Briefing held on the days of the Event. Please look at the Timetable for the location and time and listen to the PA for any changes.

1.5. 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.

2. Policies

2.1. This event is held under the Motorsport Australia Occupational Health and Safety Policy, Safety 1st Policy, Integrity and Legal Policies and Risk Management Policy. Copies of these policies are available on the Motorsport Australia website.

2.2. This event is also being run under the Motorsport Australia Social Media Policy. When in position during events, officials must pay attention to and complete their allocated duty. When on duty, please:

2.2.1. Do not post to social media on any device, and do not take or post photos from any restricted or privileged areas to social media during the event.

2.2.2. A restricted or privileged area is any area that a member of the public cannot access.

2.2.3. No photos or media of any incident are to be posted to social media during or after the event.

2.3. A reminder that all signed-on officials must comply with the Motorsport Australia Officials Code of Conduct, available here.

2.4. Motorsport Australia Safety Briefing Notes are available here, with additional notes for junior officials available here.

2.5. If you observe a hazard, and it can be safely resolved, please do so, and then report it. If you can't resolve it safely, please report it so we can allocate the necessary resources to resolve it.

3. Officials Sign On

3.1. Please ensure that you have signed on at the start of each day of the Event.

3.2. If any officials are not sure where they are working or who they need to see on each day, please come and see the Clerk of the Course or the Secretary of the Event after the Officials' Briefing.

3.3. Any officials who are under the age of 18 need to report to the Clerk of the Course with their Senior/Chief at the conclusion of the Officials Briefing on each day.

4. Health and Safety

4.1. A reminder that your personal health and safety is your number 1 priority.

4.2. Please check the weather forecast before the event and dress appropriately.

4.2.1. A minimum requirement for clothing is enclosed shoes, long pants, a short- or long-sleeved shirt (not red or yellow).
4.3. While the Organiser may provide lunch and water, if you require any additional food/snacks, please bring these with you.
4.4. If it is a hot and/or humid day, it is advisable to bring electrolytes with you to help with hydration.

5. Supplies
5.1. Please ensure you have all the equipment and supplies you need for your role.
5.2. If you require any further supplies or if something is missing or unserviceable, please let Race Control know.
5.3. Officials who have fire extinguishers in their areas, please check them to ensure they are charged correctly.

6. Sportity
6.1. WASCC is using Sportity for this Event to distribute event information. Please download Sportity and use the password "**WASCC26**".
6.2. Those officials that require hard copies of event paperwork or forms will be provided with this at the start of the Event.

7. Radio Communications
7.1. Please ensure you follow the correct radio protocol. Identify whom you are calling, followed by your callsign, then your message.
7.2. If you see something unusual, report it to Race Control. All officials are our eyes and ears around the track.
7.3. Please always listen to the radio. Please do not speak on the radio during an incident or a red flag unless Race Control asks or if it is urgent.
7.4. If you are working with someone who does not have a radio, keep them informed of what is occurring.
7.5. Motorsport Australia Communication Guidelines provide a detailed description of what is expected for radio communications.

8. Incidents & Reporting
8.1. All officials must report to Race Control any of the following:
8.1.1. Car-to-barrier contact,
8.1.2. Car-to-car contact (please include if there has been a change of position or loss of position),
8.1.3. Any vehicle putting all four (4) wheels over the white line defining the tack edge, and;
8.1.4. Any possible breach of the Regulations.
8.2. If a vehicle stops on or near the circuit, please report the vehicle number, location and whether it is likely to resume (Engine Not running/Damaged/etc). You must report whether the vehicle is in a **Safe** or **Dangerous** position. If you are in doubt, call it dangerous.
8.3. If anything seems abnormal or you are unsure of something throughout the day, please feel free to ask.
8.4. When an incident report is requested, please advise Race Control when it is ready for collection.
8.5. Please also send a photograph of both sides of the incident report to the WASCC Incident Reports WhatsApp group. If you need to be added to the group, please contact your Chief.
8.6. Driving Standards Guidelines are now in place to provide Drivers and Officials with parameters to complying with Article 6 of the CRSRs, and in assessing incidents.
8.7. Driving Standards for Formula Classic are in Attachment B of the Historic Standing Regulations.

9. Track Safety
9.1. Officials must remain behind the first line of defence. **Do not enter the circuit without direct permission from Race Control.** Failure to follow instructions or disobeying instructions from Race Control may result in disciplinary action.
9.2. Remember your order of safety – 1. Yourself, 2. Fellow Officials, 3. The Driver. The car is the lowest priority.
9.3. For officials working on track, please ensure that at least 1 person is watching for traffic, and always leave space for a vehicle to move through whenever possible.
9.4. Any vehicles on circuit while it is 'Open' must not exceed 80 km/h and must be ready to stop as personnel or other vehicles may be on circuit. This includes any service vehicles (fire, ambulance, safety/course cars, etc.). All vehicles must be clear by 07:20 unless specifically authorised by the Clerk

of the Course.

10. Trackside Light Panels (TSPs) & Flags

10.1. TSPs are installed at all Marshals' Posts. These will display red, yellow, double yellow, blue, and green flags and the SC board when activated.

10.2. Marshals Posts will have a local controller to control yellow flag, double yellow flag, green flag, and blue flag.

10.3. Race Control will control Safety Car, Red Flag, and full course green.

10.4. Flags must be waved in addition to the TSP. The TSPs and flags are regulatory.

11. Marshalling Areas

11.1. **All categories except IPC:**

11.1.1. 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*).

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

11.1.3. 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.

11.2. **Improved Production Cars:**

11.2.1. The Marshalling Area/Dummy Grid is in the infield paddock area for (see *Attachment B – Maps*).

11.2.2. 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. 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.

11.2.3. They should not drive along the fast lane of Infield Pit Lane. There is a timing loop in the fast lane and it can contaminate timing of on track sessions. The only time they can drive down the fast lane is if they pit during their active session (practice/qualifying/race) for any reason, including following the Safety Car or session suspensions.

11.2.4. Paddock flow on infield is one way. Cars drive north between the garages and trucks, and south along the back of the Paddock.

12. Race Procedures

12.1. There are a mix of rolling and standing starts for this event. For officials involved in the Start procedure, please ensure you are familiar with the Circuit Race Standing Regulations, especially the start, aborted start, and delayed start procedures.

12.1.1. FSR & Street Cars/Sports Sedans/Sports Cars/WA Muscle Cars – non-championship rolling start with 2 formation laps.

12.1.2. Formula Classic – non-championship rolling start.

12.1.3. HQ Holdens – Race 3 is a non-championship rolling start. Races 1 & 2 are standing starts.

12.1.4. All other categories – non-championship Standing Start.

12.2. All races are time certain, with the time starting when the Pit Exit is opened. Time Challenge sessions are lap based.

13. Event Schedule

13.1. Race Control will always endeavour to keep the event on schedule to ensure we finish all events. We will always ask how long tasks will take and will likely provide you with how much time you have available. To ensure this occurs, please ensure any tasks are completed as quick as possible. Work within your teams to achieve this.

13.2. Qualifying sessions are time certain – if the red flag is displayed, the clock will continue to count down. Note, sessions may be extended by the Stewards.

14. Grid Walks

14.1. Saturday: IPC after IPC Heat 1

14.2. Sunday: Formula Vee after Formula Vee Race 5.

14.3. 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. Recoveries

15.1. For all recoveries, must be done as quickly and safely as possible to keep sessions running due to time constraints of schedule.
15.2. For all recoveries in race, drag the car to a safe position against a wall and leave it there. It will then be collected between races. Only use resources that are required.
15.3. Always follow directions from Race Control.

16. Emergency/First Intervention/Course Vehicles

16.1. All first intervention (fire, recovery, medical, safety, course) vehicles are to be staffed and ready to be always scrambled to an incident, except while the track is open/cold (i.e., on a break).
16.2. If first intervention vehicle personnel need to step away from their car, please advise Race Control for permission before moving away from vehicles.
16.3. When driving on the Circuit during a session, all emergency/recovery vehicles must remain on drivers' right until they need to cross the circuit to attend the incident. Drivers of competition vehicles have been advised of this.
16.4. Do not proceed beyond the first line of protection (1LoP) until you have been given permission to proceed by Race Control.
16.5. Do not drive on the infield road during a competition session. You may only use the infield road between sessions, on the Formation Lap of a Race, on the cool-down lap of any session, or when the field has been neutralised by the Safety Car or a Red Flag.

17. Safety Car

17.1. For standing starts, the Safety Car will proceed to SOP when the 1 Minute signal is displayed or earlier if able.
17.2. The nominal location for Safety Car lights out will generally be MP6.2.
17.2.1. All automobiles must cease weaving once the Safety Car lights are out and maintain the last nominated Safety Car speed. Drivers have been reminded of the requirement to not chase the Safety Car. For the avoidance of doubt, weaving will be tolerated up until MP6.5 on drivers' left. Once past this Marshal Post, weaving must cease.

18. Pit Exit Operation During Safety Car

18.1. Pit exit shall be open at all times during sessions, except when the Safety Car and the line of automobiles following it is about the pass or are passing the Pit Exit.
18.2. 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

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

19. Pit Lane

19.1. Both Pit Lanes will be in operation for this Event.
19.2. Infield Pit Exit will be controlled by a Red/Green light located on a tripod at Pit Exit.
19.3. Outfield Pit Exit will be controlled by the STOP/GO lollipop at MP0.5.
19.4. Green flag official for race starts must be behind the last race car. For larger grids, recommended to start on infield grass area, then walk onto circuit to wave green flag. Use the ladder at MP7.0 to get on the wall.
19.5. Parc Ferme for IPCs will be located on the infield, surrounded by barriers (see *Attachment B – Maps*).

20. Media

20.1. This event will be broadcast live online courtesy of Turn 7 Media.
20.2. Please ensure your teams are operating at the highest standards, even when cars are not in your section, as you may be shown on the broadcast.

21. Self-Extraction Requirements

21.1. The Motorsport Australia Self-Extraction policy has the maximum time as 10 seconds for the test.
21.2. Scrutineers should randomly select a few drivers during the event to complete the test. Any failures should be recorded on the Extraction Test Failure Document and presented to the Clerk of the Course.

22. Race Control Access

22.1. Access to L2 of Race Control Building is restricted to essential personnel only.

22.2. Any official who is called to Race Control is asked to knock on the door and wait. A member of the Event Command team will answer the door when they are available. If an official needs to enter Race Control, please ask on the radio first.
22.3. All documents delivered to Race Control must be handed to the Clerk of the Course or Deputy Clerk of the Course.

23. Standing Down
23.1. If you need to stand down for medical reasons (injury/illness/etc.) then you must attend the Outfield Medical Centre for assessment prior to leaving the venue.
23.2. If you need to stand down for any other reason, please discuss this with your Chief.

24. Critical Incidents
24.1. If a Critical Incident is called, it is imperative that all officials stay where they are unless they are directly involved in the incident.
24.2. Unless priority information relating to the Critical Incident needs to be relayed to Race Control, radio silence must be maintained.
24.3. There may be extended periods of time where officials need to wait or where additional information cannot be passed on. Please know that Race Control are working on updating everyone as soon as possible and are aware of the need to update all stakeholders.
24.4. Under no circumstances is any official to provide comment or statement on any incident, either online, any form of media, or to any personnel outside the event.
24.5. Do not post any incident reports relating to a Critical Incident into the WASCC Incident Reports WhatsApp group. The physical copy must be delivered to Race Office or Race Control.

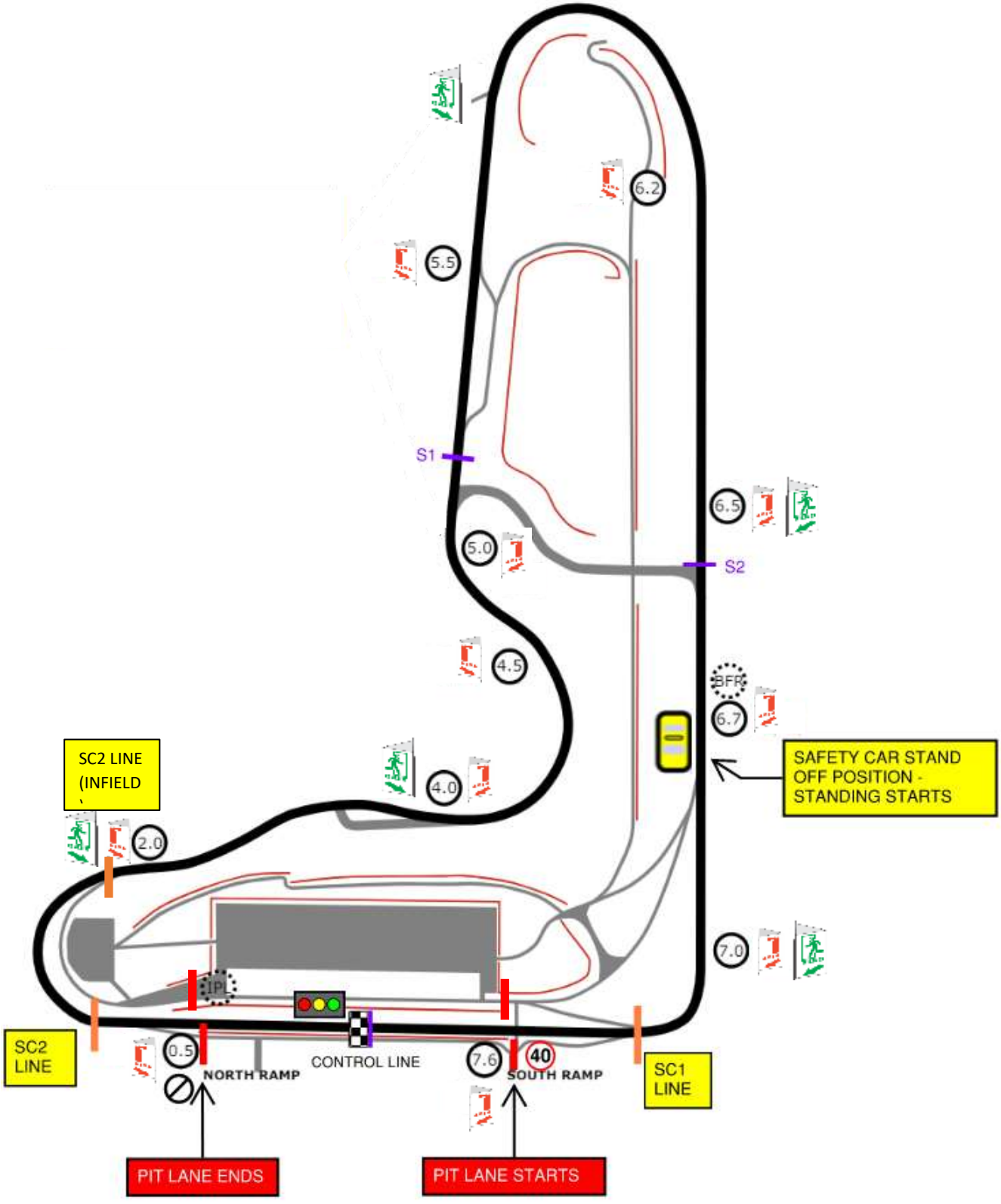
25. Excel Cup Pit Stop Challenge
25.1. Qualifying will be a 15-minute session with Driver changes permitted.
25.2. Driver changes are not permitted in Races 1 & 2.
25.3. Race 3 will be 50 minutes + 1 lap time certain with a compulsory pit stop (CPS).
25.4. **CPS Procedure:**
25.4.1. The CPS window will open when 15 minutes have elapsed, and close when 40 minutes have elapsed.
25.4.2. Drivers and teams will be notified of the opening and closing of the CPS window by a “CPS Window Open” and “CPS Window Closed” sign from the Starters’ Box accompanied by a siren. The board should be shown to cars on track.
25.4.3. Cars must be in Pit Lane for a minimum of 141 seconds (120 seconds stationary + 21 seconds transit time).
25.4.4. Starting Driver must get out of the Car during the CPS.
25.4.5. 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 control with the car or assist any other pit crew member in any task.
25.4.6. All pit stops must be completed in accordance with CRSR 5.11.
25.4.7. No Driver apparel or safety equipment may be removed until the car stops in the pit bay.
25.4.8. All Driver apparel and safety equipment must be correctly fitted before the car leaves the pit bay.
25.4.9. No car may cross the lines marking the edges of Pit Entry and Pit Exit roads.
25.4.10. Pit lane speed must be monitored during Race 3, with breaches reported immediately via radio and the Pit Lane Speed Breach form to Race Control.
25.4.11. CPS time will be monitored using the timing loops.

26. Questions
26.1. If anyone has any questions, queries, or concerns during the event, please ask Race Control or your Chief.
26.2. If anyone has any questions prior to the event, please contact officials@wascc.asn.au or your Chief.

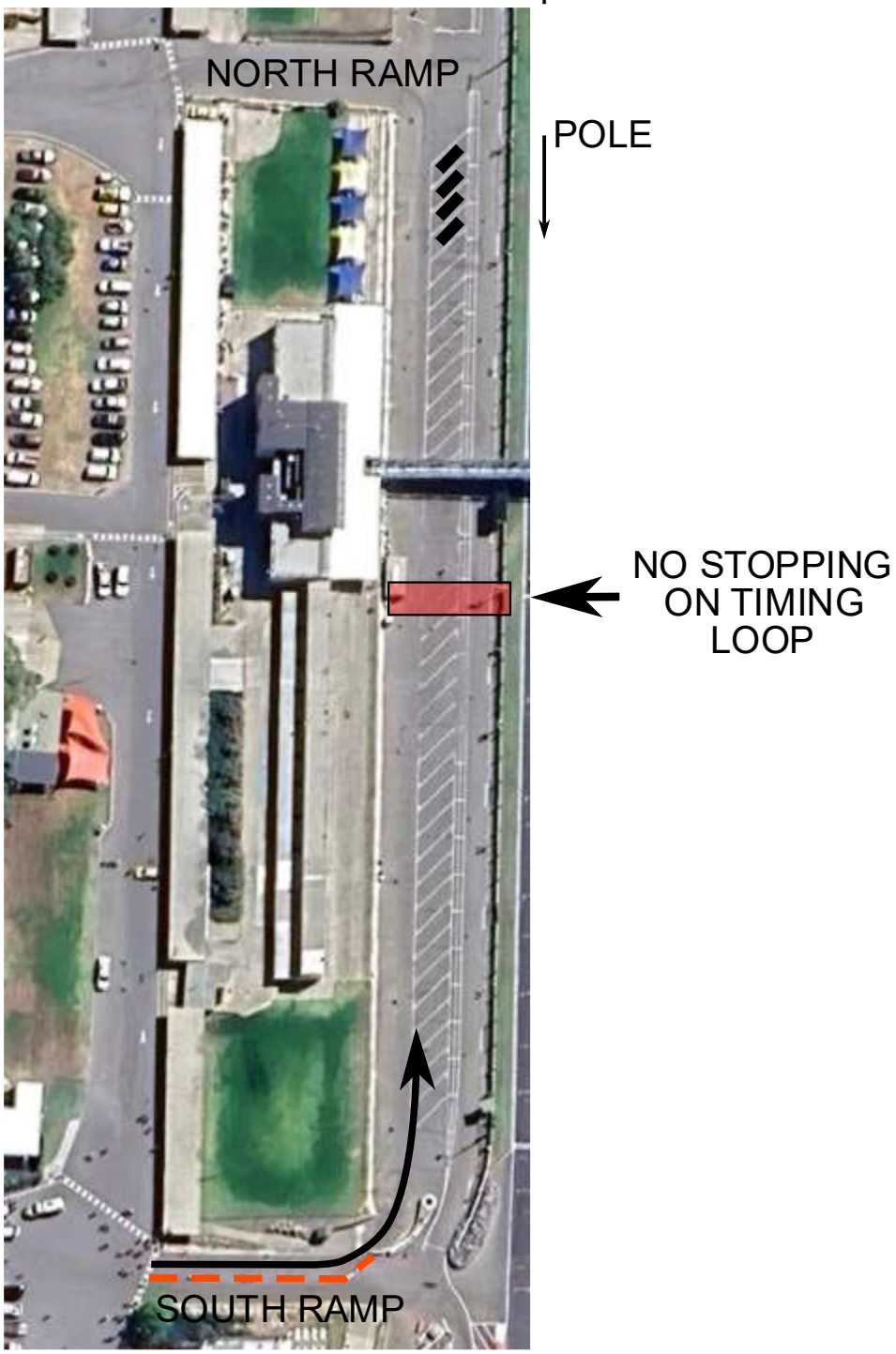
Matthew Newman

Clerk of the Course

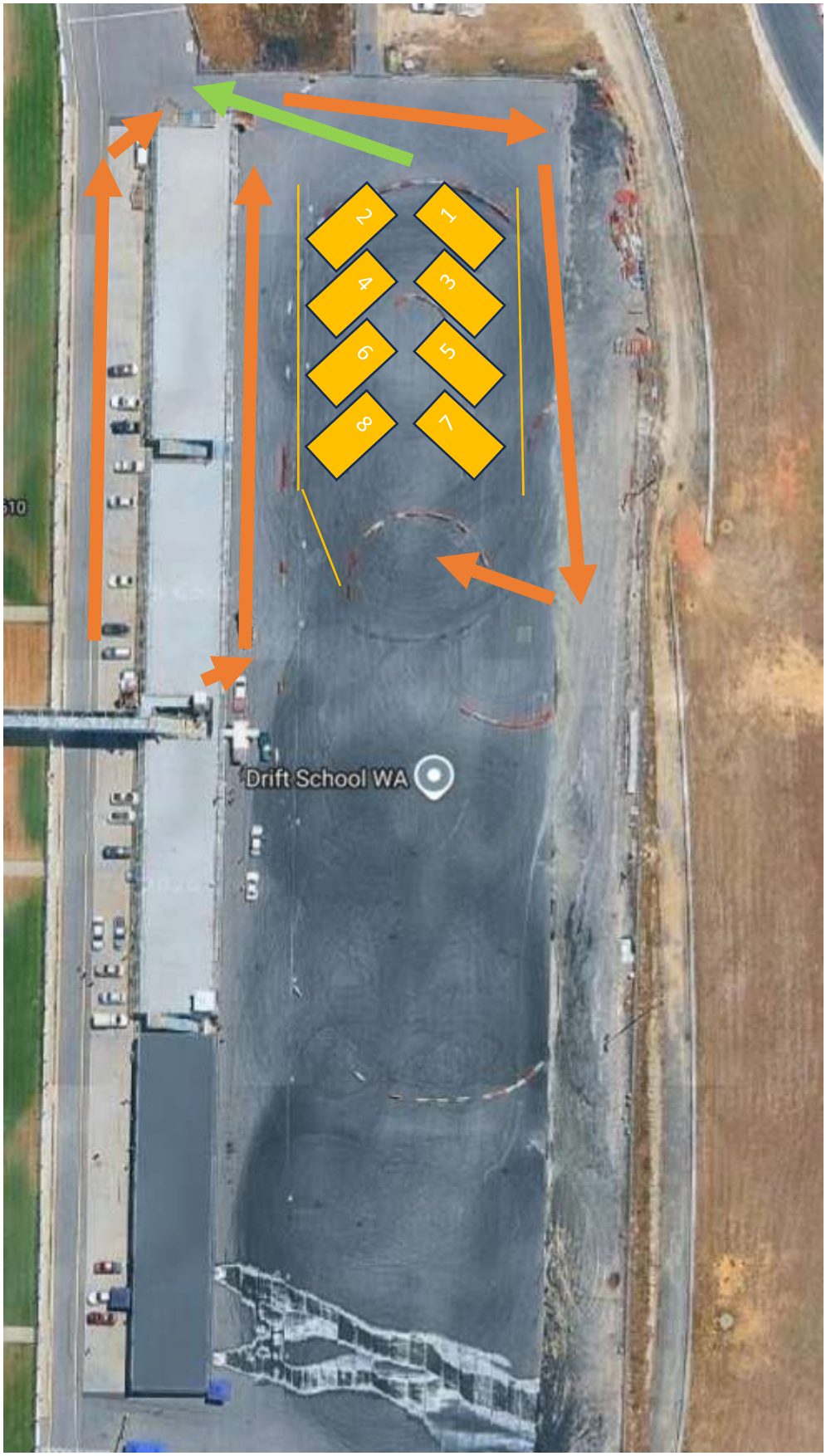
Attachment A – Circuit Diagram



Attachment B – Maps



Marshalling Map – All categories except IPC



Marshalling Map – IPC



IPC – Parc Ferme