

Driver and Competitor Briefing Notes

Event Name	WASCC Racing Championship Round 5	Event Date	13th & 14th September 2025
From	Clerk of the Course	Version	1
To	All Drivers & Competitors	Permit	625/1409/01
CC	Stewards of the Meeting, All Officials		

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.

These notes do not replace the Drivers Briefing. All Drivers must attend and sign on at the drivers briefing by the time listed on the timetable.

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. Alternatively, please 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.
- 1.3. RFI must be lodged within 30 minutes of the chequered flag of the respective session in which the incident occurred.
- 1.4. Any RFI not lodged in accordance with this section will be refused.



2. Race Control Access

- 2.1. Access to Race Control is restricted to Race Control officials, Stewards, the Secretary of the Event, and Timing officials. If you require clarification on any items during the event, please email wannerooracecontrol@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. You will then be directed to the appropriate location (e.g. Level 1 North End) to speak with the appropriate officials.
- 2.3. Any person called to Timing is asked to knock on the timing door.

3. Marshalling Area

- 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. The use of reverse gear in Pit Lane is prohibited.
- 3.2. Do not stop in the Outfield Pit Lane (fast or working lanes) adjacent to the officials hut. Doing so will interfere with the timing system.
- 3.3. 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.
- 3.4. Passengers are not permitted in any competition vehicle, this includes between the Paddock and Marshalling areas.

4. Driving Standards

- 4.1. Per Section 6 Code of Driving Conduct of the [Circuit Race Standing Regulations](#), which can be found on the Motorsport Australia website.
- 4.2. Driving Standards Guidelines are attached to this document as [Attachment C](#) to assist Drivers and Competitors in understanding how driving matters will be adjudicated. This driving standards document applies to all categories.

5. Track Limits

- 5.1. Judges of fact will monitor track limits for all sessions.
- 5.2. Exceeding track limits at any stage in Practice/Qualifying will result in that lap being deleted.
- 5.3. A Turn 7 breach in Practice/Qualifying will have that lap's time and the following lap's time deleted for each breach.
- 5.4. Exceeding track limits during a Race or Time Challenge trial may be referred to the stewards.

6. Flag Signals

- 6.1. Each Driver must comply with the requirements of the Circuit Race Appendix, Track Control and Flag Signalling which form part of the Code of Driving Conduct
- 6.2. Trackside Light Panels are installed at all flag points and will be used in addition to flags. The signals displayed on these panels are regulatory in addition to any flag signals.
- 6.3. If a red flag is displayed during Qualifying all cars must enter outfield pit lane and follow the instructions of officials.
- 6.4. If a Time Challenge session is suspended all cars must enter outfield pit lane and follow the instructions of officials.

7. Pit Entry and Exit Blend Lines

- 7.1. At Pit Lane Entry and Pit Lane Exit are solid lines separating the pit entry and pit exit roads from the track (Blend Lines). No part of any car may cross a Blend Line when entering or leaving Pit Lane.
 - 7.1.1. Chevrons divide the Track from the Pit Entry Road. Any car entering the chevrons has crossed the blend line.
 - 7.1.2. 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.
- 7.2. Pit Exit open and close will be indicated by a green/red light located at Pit Exit.

8. Qualifying

- 8.1. All qualifying sessions will be time certain; the timing system will not stop in the event of a Red Flag. Sessions may be extended with approval of the Stewards to ensure drivers have met the requirements to qualify.
- 8.2. Any car in Pit Lane when the Chequered Flag is displayed must return to the Paddock via North Ramp at direction of officials.
- 8.3. It is recommended that categories with headlights switch them on when on a flying lap to warn drivers ahead.
- 8.4. A practice start is only permitted at the exit of Pit Lane during practice and qualifying sessions. In doing so no vehicle should impede another vehicle leaving the lane.

9. Race Starts

- 9.1. All drivers must be completely familiar with the Start and Aborted start procedure(s) appropriate to their category.
- 9.2. For standing starts, the Safety Car will stop in its Stand Off Position (refer Attachment A) with its yellow lights on. Weaving is prohibited from MP6.7 until passing the Safety Car.

10. Safety Car

- 10.1. The nominal location for Safety Car is approximately MP6.2.
- 10.2. All automobiles must cease weaving once the Safety Car lights are out and maintain the last nominated Safety Car speed.
- 10.3. For the avoidance of doubt, weaving will be tolerated up until MP6.5 on drivers' left. Once past this Marshal Post, weaving must cease.

11. Pit Exit Operation During Safety Car

- 11.1. Pit exit shall be open at all times after a race start, except when the Safety Car and the line of automobiles following it are about the pass or are passing the Pit Exit.
- 11.2. 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

- 11.3. The Pit Exit is not closed at a restart.

12. Race Receiver – HTC, HQ Holdens & Excel Cup

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

13. Lunch Entertainment

- 13.1. Categories with scheduled Grid Walks are
- 13.1.1. Saturday – Saloon Cars.
- 13.1.2. Sunday – Historic Touring Cars.
- 13.2. These categories shall stop on the grid at the end of their Race before lunch in a 2x2 formation for a grid walk.
- 13.3. Members of the public, officials, pit crew and media will be provided access to the grid once all cars have stopped.
- 13.4. Please follow directions from officials and WASCC staff regarding returning to the Paddock at the end of the Grid Walk.
- 13.5. A drift demonstration will take place after the cars have cleared from the grid walk which may include passengers.

14. Provisional Licence Holders

- 14.1. 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.

15. Emergency/Recovery Vehicles on Circuit

- 15.1. 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.
- 15.2. Drivers must give way to emergency/recovery vehicles on the circuit with flashing lights activated.

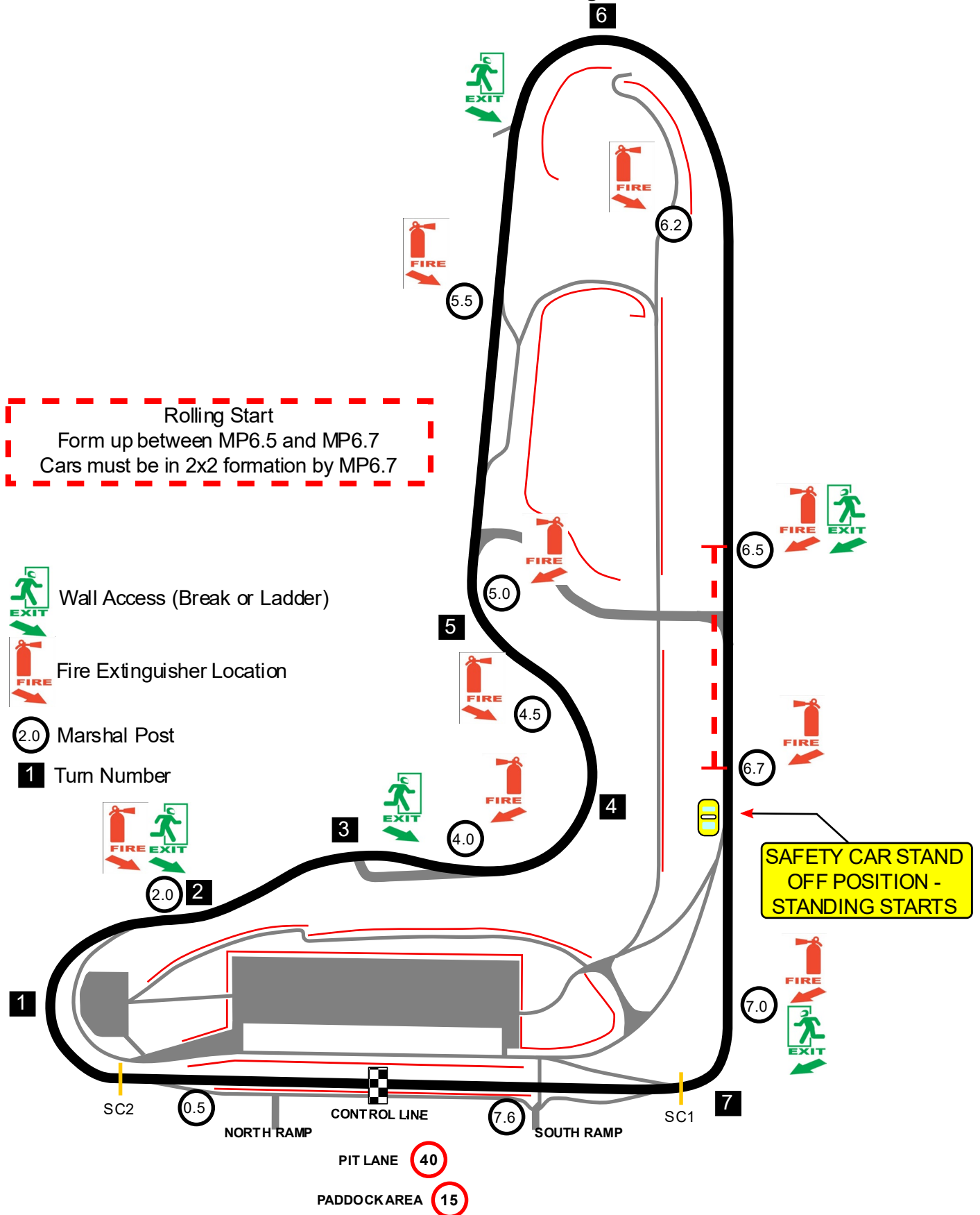
16. Fire Management and Circuit Safety

- 16.1. Please ensure your competition automobile meets requirements as listed in [Technical Appendix H](#).
- 16.2. 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.
- 16.3. All marshal posts are fitted with fire extinguishers and a fire vehicle will be deployed as soon as possible.
- 16.4. 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.
- 16.5. 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.
- 16.6. 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".

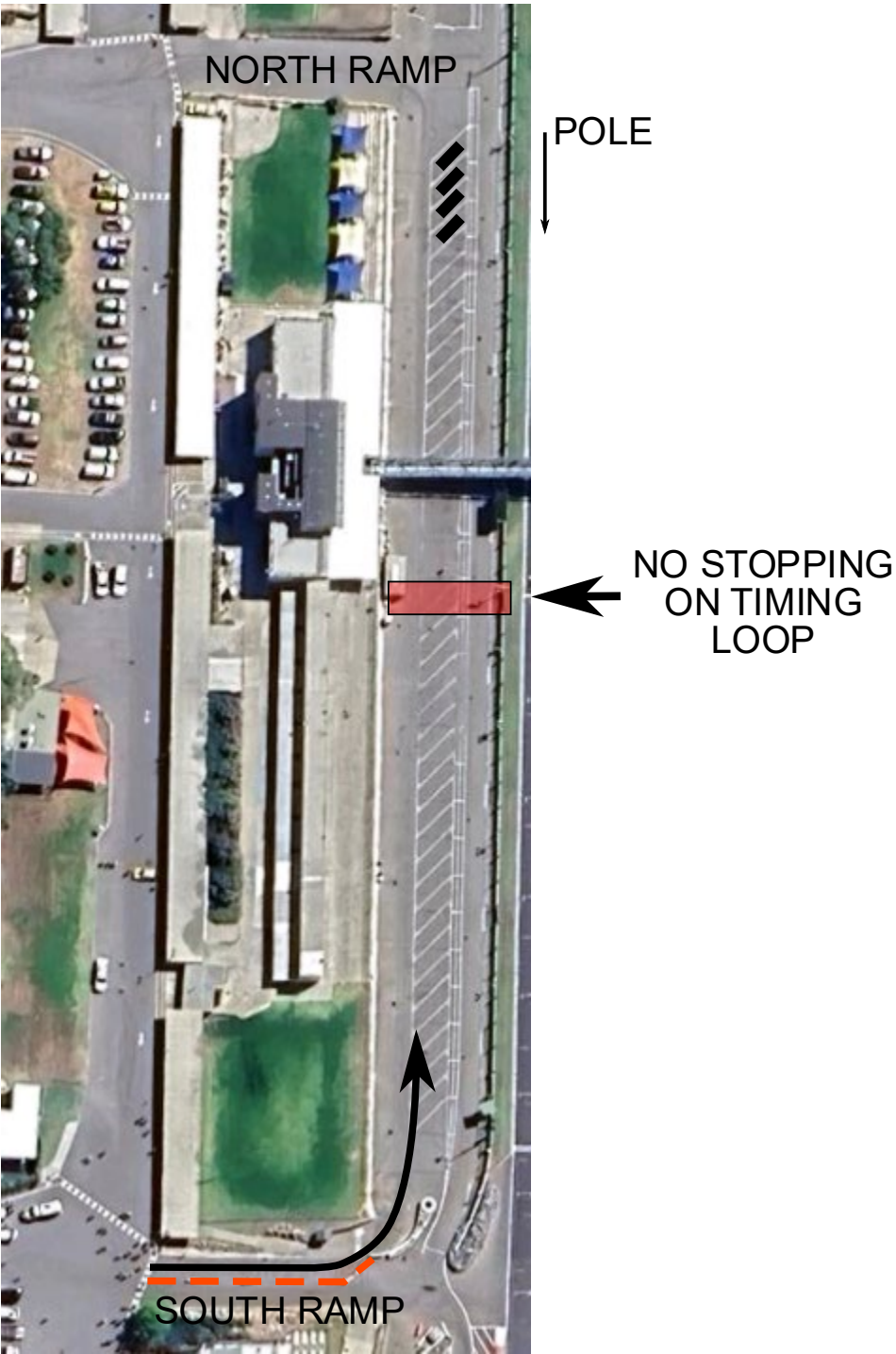
Nathan Fenn

Clerk of the Course

Attachment A – Circuit Diagram



Attachment B – Marshalling Area Maps





MOTORSPORT AUSTRALIA

DRIVING STANDARDS GUIDELINES

These Driving Conduct Guidelines have been developed to assist Drivers and Competitors in understanding the manner in which driving matters will be adjudicated.

The following principles will be used in adjudicating incidents and for the application of any penalties:

- Penalties need to be meaningful;
- Penalties need to effect, change or modify the behaviour of both Drivers and Teams;
- Penalties are actually a penalty – not an equalisation method;
- The Driving Standards Advisors' (DSA) role is *only* to provide guidance as a Subject Matter Expert to the Race Director (if appointed), Clerk of the Course and Stewards, not to apply penalties;
- Each and every incident will be dealt with on its own merits - no two incidents are the same.

BREACHES OF THE CODE OF DRIVING CONDUCT:

A *Driver* must observe the Code of Driving Conduct relating to driver behaviour on the track.

Causing a collision, repetition of mistakes or the appearance of a lack of control over the *Automobile* (such as leaving the track) will be considered to be a breach of the Code of Driving Conduct.

The "Re-Address" rule permitted in other categories may not apply; however, dispensation may be considered.

THE FOLLOWING STANDARDS WILL APPLY:

CARELESS DRIVING – Departing from the standard of a competent *Driver*. Examples of what will be adjudged Careless Driving include:

- Not giving sufficient racing room on the exit of a corner.
- '*Bump and Run*' resulting in the loss of position/s.
- Incident resulting in the loss of position/s.

DANGEROUS DRIVING – An action by a *Driver* which creates serious risk to others. Examples of what will be adjudged Dangerous Driving include:

- Deliberate contact resulting in a major incident.
- Retaliation during or after a race causing damage.
- Multiple Careless Driving Infringements throughout a *Competition*.

WEAVING DURING PRACTICE, QUALIFYING AND THE FORMATION LAP:

If warming tyres by the use of weaving, the *Driver* who is weaving must keep an eye on their mirrors and cease weaving if another *Driver* is approaching to overtake.

If the *Driver* behind is also weaving, they will be deemed as not attempting to overtake.

Weaving during the Formation Lap is permitted however a point at which a *Driver* must stop weaving will be advised at each *Event*.

QUALIFYING:

It is recommended that an *Automobile* on a qualifying fast lap or laps will have its head lights on.

A *Driver* that is not on a qualifying fast lap or has completed their fast lap are reminded to switch their head lights off.

If a *Driver* is impeded or blocked in qualifying, resulting in a loss of time or aborting that lap, a penalty may be applied.

If a *Driver* is on a warm-up lap or a cool down lap, the onus is on that *Driver* to ensure they do not impede or block a *Driver* on a fast lap.

A “Go Point” ***may*** be applied at some circuits, where the expectation is for *Drivers* to cease creating a buffer to surrounding *Automobiles* and start getting up to their outright qualifying pace. This point will be advised at each Round.

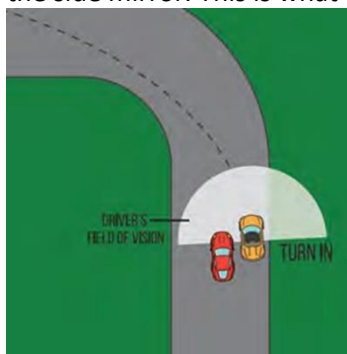
OVERTAKING - GENERAL:

Safe, successful passing is based on what *Drivers* can see. An overtaking *Automobile* bears the largest percentage of responsibility for passing safely. It is the responsibility of the overtaking *Automobile* to make a safe, controlled and ultimately successful manoeuvre without significant contact. It is the responsibility of the *Driver* being overtaken to ensure that sufficient racing room is given.

As long as “**significant overlap**” has been achieved by the time the *Automobiles* have reached the normal turn-in point for the corner, it is the responsibility of the *Automobile* being overtaken to (concede position) and allow racing room to the overtaking *Automobile*.

In order for the *Driver* of the *Automobile* being overtaken to be aware that the overtaking *Automobile* is alongside and that they should be given room, the overtaking *Automobile* must achieve enough overlap that the *Driver* of the *Automobile* being overtaken can see them.

As a guide, this would mean that the headlights of the overtaking *Automobile* should be at least level with the side mirror. This is what would be defined as “**significant overlap**”.



Overlap achieved.
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Overlap not achieved.

From the perspective of simply pulling off a successful and clean move, *Drivers* should be aiming to be wheel to wheel with the *Automobile* being overtaking at the normal turn in point. If this is the case, the *Driver* of the *Automobile* being overtaken will be in no doubt that an *Automobile* is alongside them and filling the gap. If the *Driver* of the *Automobile* being overtaken still feels it appropriate to turn in and cause contact, the chances are that they will bounce off and penalise themselves.

The *Driver* of an *Automobile* attempting to overtake must earn track position and the right to be given racing room by using skill and judgement to achieve the appropriate amount of overlap. It takes no skill for a *Driver* to simply stick the nose of their *Automobile* into a gap and hope that the *Automobile* in front somehow sees them and gives them room.

If, in the opinion of the DSA, RD and/or DRD or CotC a *Driver* attempting an overtaking manoeuvre, does not achieve adequate overlap by the turn in point and causes contact which disadvantages the *Automobile* being overtaken, the matter will be referred to the Stewards.

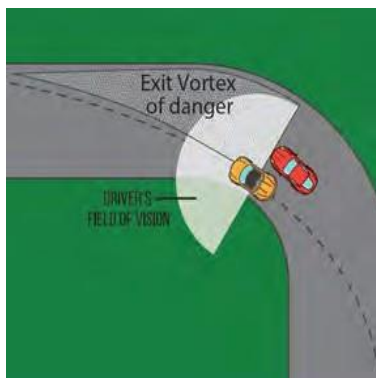
If contact is made from behind, it is generally going to be the fault of the *Driver* behind – it is the responsibility of the *Automobile* behind not to hit the *Automobile* in front, no matter how early they brake for a corner (within reason).

RACING ROOM ON THE EXIT OF A CORNER:

If an *Automobile* being overtaken manages to stay around the outside, maintains track position and still has “**significant overlap**”, they should be given racing room on the exit of the corner.

If the *Automobile* being overtaken tries to stay around the outside but is unable to maintain enough overlap and falls back towards the rear of the overtaking *Automobile*, it is their responsibility to avoid contact on the exit of the corner. **When you are overtaken, you need to know when to give up the corner.**

A reasonable overlap is considered as the headlights of the *Automobile* on the outside of the corner exit at least in line with the side mirror of the *Automobile* on the inside of the corner exit, or further.



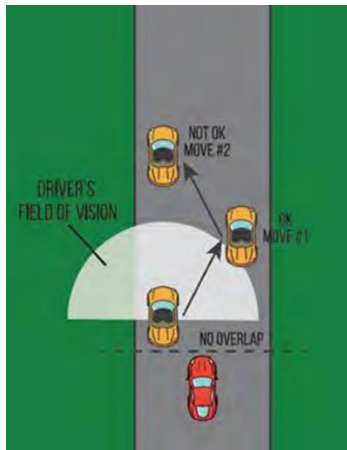
Overlap not achieved

DEFENDING:

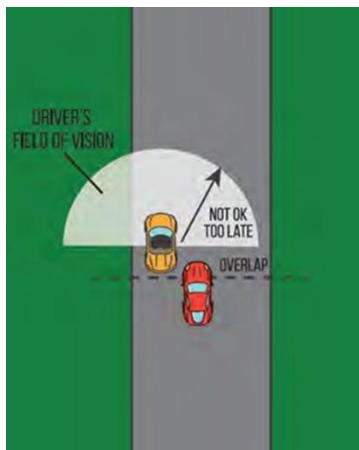
Defending your position by deviating from the conventional racing line (blocking), is only permitted on the first lap and last two laps of a Race.

A *Driver* is not permitted to alter their line in **reaction** to the *Automobile* behind. If a *Driver* is planning on defending their position, they should make this decision early so it is clear to the *Driver* behind what their intentions are.

More than 1 change of direction to defend a position is not permitted.



A *Driver* intending to defend their position on a straight and before a braking area, is permitted to use the full width of the track during their first move, provided that no portion of an *Automobile* that is attempting to overtake is alongside their *Automobile* (no overlap). If there is any overlap, the onus is on the *Automobile* that is defending to give racing room.



Any *Driver* moving back towards the racing line having earlier defended their position off the normal racing line, must leave racing room on the approach to the corner (at least 1 *Automobile* width) between their *Automobile* and the edge of the track.

Any movement to defend a position in the braking area is not permitted. Once in the braking area, the trajectory of the defending *Automobile* must remain parallel to the edge of the track.

Crowding of an *Automobile* beyond the edge of the track is not permitted at any time.