



DRIVER BRIEFING INSTRUCTIONS RACING

WINTON FOS 2026

Clerk of Course	David Vernall
Deputy Clerk of Course	Andrew Jorgensen
Stewards	Wayne Richards, David Bellenger, Rex Monahan.
DSA	John Beck

Driving Standards

Competitors should be familiar with the Circuit Race Appendix-Circuit Race Standing Regulations. The following sections of particular note-

More than one change of direction to defend a position is prohibited.

6.2.6 Any *Driver* moving back towards the racing line, having earlier defended a position off-line, must leave at least 1 *Automobile* width between their own *Automobile* and the edge of the *Track* on the approach to the corner.

6.2.7 Any manoeuvre liable to hinder another *Driver* such as crowding of an *Automobile* beyond the edge of the *Track* or any other abnormal change of direction, is prohibited.

6.2.8 Any *Driver* who appears to have committed any of the above offences will be reported to the Stewards

Race Control and our trackside officials may not see all incidents that occur during an event. If you believe an incident has occurred and you want to bring it to the attention of the Clerk of Course you must do so in writing within 30 minutes of the publication of results. Ideally this should be accompanied by in car video and/or witnesses.

Practice and Qualifying

The Marshalling Area for all events will be at the south end of pit lane.

The One (1) minute signal will be displayed in the Marshalling area; Automobiles will then be released to Pit Lane before being release to the circuit.

Session times will commence as Automobiles are released on to the circuit from Pit Exit.

Pit lane speed limit is 40Kph.

Cars exiting the pit lane must not cross the solid line that separates the pit exit road from the track (Blend Line).

After receiving the chequered flag at the end of each session, drivers should complete a cool down lap and exit the track at the pit entry road.

Practice starts Practice Starts are permitted when safe to do so and provided no other driver is unreasonably delayed in exiting the pit lane and only at the exit of pit lane during practice sessions after the car has crossed the pit lane exit line.

Flag signals

Both flag and light panels will be operating at this event. Both systems operate independent of each other and will have regulatory value.

Black flag, Mechanical black flag and the Bad Sportsmanship flag will be displayed at the Flag post at the Starter's platform. They may also be displayed at the Flag Post at Turn 9 on Drivers Right.

Red Flags and Lights During any practice and qualifying session

If a Red Flag is displayed during Practice or Qualifying, each Driver is required to slow down immediately, all Automobiles must proceed to Pit Lane.

Cars running off at Turn 5 must re-join prior to the flag post at Turn 9.

Races

For all categories other than HTC the standard Non-Championship Standing start procedure shall apply. The one (1) minute signal will be displayed in the Marshalling area; Automobiles will then be released to Pit Lane.

Cars exiting the pit lane must not cross the solid line that separates the pit exit road from the track.

Any competitor losing their grid position either exiting the Marshalling Area or on the formation lap is entitled to regain their original position. This must be accomplished prior to pit lane entry. Failure to do so requires the competitor to enter pit lane and start

the event from pit lane at the direction of officials. Any competitor making up their position must do so safely, other competitors will not be expecting to be overtaken.

Automobiles will enter the circuit via Pit Exit and proceed on a formation lap to the grid. At the completion the Formation lap, there is to be no weaving or breaking of traction from Turn 12 to the Grid.

There will be no grid marshals. It is the responsibility of the driver to place their car in the correct grid box within the grid markings.

If for any reason we need to abort the start, flashing amber lights will go on. A delayed start board will be displayed. This will be followed by a warm up lap board being shown by the Starter and a Green Flag will indicate the start of another formation lap.

Once the chequered flag has been displayed signalling the end of the session, proceed on a cool down lap and exit the circuit via the Pit Lane.

Under no circumstance may a driver engage reverse gear in pit lane. This includes entering and exiting garages.

ROLLING START

Heritage Touring Cars will have a Non-Championship Rolling Start as per Circuit Race Standing Regulations 5.5 and 5.6. The lights on the starters gantry will be used to start the race. The field will be released from pit lane for their observation lap. On the completion of the observation lap the Safety Car will be positioned between turns two and three in front of the old race control building. The Safety Car will lead the field for the formation lap. The cars will form up in a two by two formation behind the Safety Car. If the formation is satisfactory the Safety Car lights will be extinguished on the approach to turn 10 at the end of the old back straight. The Safety car will accelerate away from the field and enter pit lane. At this point any accelerating and/or braking, and/or moving left or right must cease; The pole sitter will then have control of the field and must maintain a speed of between 75 and 85 Kph. Each Automobile must maintain its grid position and travel within its line of grid boxes.

Any car out of position by the pit lane entry on the formation lap must enter pit lane.

After the signal to Start is given by extinguishing the red light/s, each Automobile may commence racing.

ABORTED START – ROLLING START

If the Starter is dissatisfied with the formation of the Automobiles or another situation arises that could jeopardise the Start:

the red light/s will remain illuminated, an “EXTRA FORMATION LAP” board displayed by the Starter, and a waved yellow flag displayed at each flag post;

the field will continue on an extra formation lap controlled by the pole position Automobile at a speed determined by its Driver;

when reaching the designated point at which time each Automobile must be in 2x2 formation, the pole position Automobile must maintain a speed between 75 and 85 km/h and each waved yellow flag withdrawn;

Each Automobile must maintain its grid position and travel within its line of grid boxes; and after the signal to Start is given by extinguishing the red light/s, each Automobile may commence racing.

In the case of a start light failure, a green flag will be waved to indicate the Start signal.

An Automobile which enters the Pit Lane may join the race from the exit of the Pit Lane but only under the direction of an official and after the field has passed

Safety Car

The nominal location for “Safety Car” lights out will generally be as the Safety Car is approaching Turn 10.

Once the Safety Car Lights are out, the lead automobile must maintain the last nominated Safety Car speed.

(a) For the avoidance of doubt, weaving will be tolerated up until Turn 10. Once past the apex of Turn 10, weaving must cease, and automobiles to form a single file.

(b) There is to be no overlapping/overtaking before the control line.

Red Flag

Each Driver is required to slow down immediately; all Automobiles must proceed to Pit Lane.

Exceeding Track Limits

All sessions will be monitored for exceeding track limits and Penalties for adjudged kerb infringements and short cutting which will not be subject to appeal are:

During any practice and qualifying session:

(a) That lap time will be disallowed. During a race:

(b) First breach will result in no Penalty;

(c) Second breach will result in a bad sportsmanship flag;

(d) Third breach will result in a Penalty, to be determined by the Stewards.

Permission to start rear of grid – Drivers wishing to start rear of grid for any reason must lodge a request with the Race Secretary 30 minutes before the relevant event.