



Incorporated 1931



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## About the WA Sporting Car Club, Membership and Barbagallo Raceway Wanneroo

The WA Sporting Car Club is a not-for-profit incorporated association and this means all revenue generated is put back into operating the Club, the Club's venue - Barbagallo Raceway Wanneroo and the Club's events.

Barbagallo Raceway Wanneroo was built by the WA Sporting Car Club in 1968 on crown land leased by the Club through the City of Wanneroo. The Club is into its third lease with the City. The Club maintains and conducts motor racing and drifting at the Raceway.

The Club has an administration at the Raceway that is open Monday to Friday between 9am and 4:30pm. There is also a team of ground staff who maintain the venue.

The Club's members are extremely grateful for the continued support of its sponsors and advertisers including the Club's major sponsor - Barbagallo Motors – who for more than 15 years have been the naming rights sponsor of the Raceway.

### Membership

To be able to participate in many of the motor sport events or activities that the WA Sporting Car Club conducts you will need to become a member of the Club. Silver Membership including the first year nomination fee is \$330.

### Membership benefits include:

- Free admission to ALL WASCC events including V8 Supercar event.
- Access to drive on the circuit in your road car at club Tuning Days for a nominal fee.
- Participation in motor sport as a driver.
- Minimum level required for CAMS competition or non-competitive activity eligibility (additional Licence fee applies).
- Voting rights.
- Free copy of *The Racing Line* magazine.
- Access to McCrackan House at all WASCC events.
- Free members cap.
- One Free Private Practice voucher for a Tuning Day or Drift Practice.

Bronze and Junior members allows free admission into ALL WASCC events. However, they cannot compete in any event or non-competitive activity such as a Tuning Day or Drift Practice.

Please note that dogs are not allowed into Barbagallo Raceway Wanneroo.

The WA Sporting Car Club does offer one day membership at a cost of \$70. This is ideal for those who wish to come and try.

**alcoholthinkagain**



*You must obey the direction of the official(s) at all times.  
Please contact the WA Sporting Car Club's Administration, weekdays, on 9306 8022 if you would like any other information or ask a Club official*

## Private Practice (Tuning Days) – Circuit Laps

Private practice days are a fun way for WASCC members to enjoy the pleasure of high speed driving in your road car or an ideal way to tune your race car or road car. Such days are completely non-competitive. Below is some general information about WA Sporting Car Club private practice days that are held at Barbagallo Raceway Wanneroo.

The fees, inclusive of GST, for private practice are \$60 per person regardless of number of hours at the venue. Venue opening and closing hours: Open 9 am; Close 4 pm

The long circuit is predominately used; however, the short circuit is used on occasion at the discretion of the official(s) in charge.

On the Saturday private practice, there are two race car only sessions between 11 am to 12 noon and 3 pm to 4 pm.

Minimum dress standard at private practice is clothing that extends from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable. Drivers whenever on the circuit must wear a safety helmet.

All drivers must complete and sign the CAMS Private Practice Application and Exclusion form. You must sign on at the Club's Administration on weekday private practice days. On the Saturday private practice you sign on in the transportable room in front of the Race Office located in the pits/paddock. If you have any team members (pit crew) they must also sign on.

Anyone who wishes to take part in the Private Practice day must have a CAMS

L2S Licence as a minimum. The licence can be obtained on the day from the club office.

Entry to the circuit is via pit lane from the south ramp, ie adjacent to McCrackan House. Entry back into the pits/paddock is via pit lane up the north ramp. Warning signs are posted at each ramp.

A canteen is open on Tuning Days adjacent to the fuel bowser.

Any person, in the view of an official, found to be racing might be removed from the circuit. **The day is private practice** – not private racing.

All drivers who have not driven at a WASCC Private Practice are required to view a short DVD about private practice. The viewing of the DVD may be supplemented by a verbal briefing prior to driving on the track. The briefing is conducted by a volunteer senior WASCC driving instructor who does not work at the Raceway so most briefings would only occur at a weekend Tuning Day.

Complimentary instruction in driving on the circuit is available on Saturday private practice supplied by the Club's Driving Instructors. However, it is wise to confirm an instructor's availability in advance via the Club Office. Private instruction can be arranged directly with one of the instructors for the weekday fixtures; however a fee may be incurred.

Passengers are not permitted at any time whilst you are on the track except, approved instructors permitted.



## Drifting – Practice and Battles

On the 30 September 2005 the first Drift Battle was held in WA at Barbagallo Raceway Wanneroo. The WASCC also conducts non-competitive Drift Practice at the KostECKI Motorplex Collie.

Drifting is the art of driving sideways at speed on a set course. Drifting is completely non-competitive. Below is some general information about WASCC Drifting that is held at Barbagallo Raceway Wanneroo.

Drift practice occurs each month on a Friday night and six Drift Battles are held between Spring and Autumn for WASCC members.

The short circuit is used for Drifting. For Friday night practice the venue opens at 5pm for members to sign on. A briefing is held for drivers at 5:20pm followed by Drift practice from 5:30 pm until 10:30 pm. A second briefing is held at 6:20pm for those drivers who cannot get to the Raceway before 5:20pm. Thereafter individual briefings are held.

A practice fee of \$60 is payable by each driver at each practice. An entry fee for each Drift Battle is \$140 and includes two admission tickets for pit crew.

Minimum dress standard at Drift practice is clothing that extends from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable. Drivers whenever on the circuit must wear a safety helmet. For Drift Battles a one-piece overall (race suit) of flame-resistant materials extending from neck to wrists to ankles must be worn. A helmet complying with AS1698 standard must be worn at all times whilst on the race track in any practice or event.

All drivers must complete and sign the CAMS Private Practice Application and Exclusion form. Sign on is in the Pit

Office located in front of the Race Office in the pits/paddock. Team members (pit crew) must also sign on if going into pit lane and this is limited to two. Pit crew must be neatly attired in long pants (to the knees or longer); enclosed shoes and socks; and tee-shirt as a minimum.

Cars may receive a safety inspection at Drift practice; however, at any Drift Battle the cars must pass a scrutiny check prior to going onto the track. In general cars do not need to be registered but must be road worthy, have adequate tow point front and rear and a blue triangle noting location of battery. Bumpers may be cable tied. Any open car must have roll over protection. In any Drift Battle a fire extinguisher must be fitted in the cabin that is within reach of the driver; this is also highly recommended for Drift practice as well.

A first time driver is must attend training. Once an instructor has deemed that the driver has a competency in the basics of Drifting, the driver can practice part of the Drifting course at Barbagallo Raceway Wanneroo. Once the driver has shown a greater degree of competency, the driver can then Drift more of the Course until advised they can Drift the entire Course. No passengers are permitted, except, approved instructors.

The minimum Licence required to do Drifting is a CAMS Level 2 Non-Speed. This licence can be obtained on the day of Practice or at a Battle.

Any driver wishing to take part in higher level of competition or do circuit private practice (Tuning Days) will need to take out a CAMS Level 2 Speed licence.

A sausage sizzle BBQ is held during Drift Practice.

## Super Sprints and Hill Climbs

Super Sprints and Hill Climbs are an ideal way to enjoy motor sport without purchasing a purpose built race car. Most competitors in these events use registered road cars and a class structure in place reflects this. The club conducts Super Sprints and Hill Climbs each year and we encourage non-racing members and officials to attend and have an enjoyable day.

**Licence:** The minimum requirement is a CAMS Level 2S Licence.

**Vehicle Requirements:** Basic vehicle requirements are a fire extinguisher mounted in the vehicle within your reach whilst sitting in the driver's seat, a blue triangle sticker advising where the battery is located and marking with red tape front and rear an appropriate tow point.

**Clothing:** Fire resistant overalls are recommended. Minimum dress standard at Super Sprints and Hill Climbs is clothing that extends from ankles to neck to wrists; enclosed shoes and socks. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable. Drivers whenever on the circuit must wear a safety helmet.

A Super Sprint is conducted on a permanent or temporary circuit. There are two permanent circuits, Barbagallo Raceway Wanneroo (short and long circuits) and the Collie Motorplex in Collie.

In Super Sprints, competitors set off one at a time with an interval of 1 or more seconds apart. The maximum number of cars permitted on a track is between five and eight – depending upon the circuit. The person attaining the fastest time in their class at the event is deemed the winner.

Hill Climbs are conducted at WAs only permanent Hill Climb Course, Jacks' Hill at Barbagallo Raceway. Outside the metro area Hill Climbs are held at such temporary locations as Bedfordale, Northam, Collie, Albany and Dunsborough. Again, vehicles are split into classes, however only one or two cars are on the course at any one time. Course lengths vary between 700 metres and 1.5 kilometres.

The WA Sporting Car Club conducts approximately eight Speed Events per annum and other Clubs such as the Vintage Sports Car Club and Collie Motorsports Group invite members of our club to participate in their events.

1999 saw the start of the CAMS WA Speed Event Series. The Series is conducted over ten to thirteen events during the year at different venues and organised by several CAMS affiliated Clubs including the WA Sporting Car Club. More information about the Series can be found at [www.speedeventseries.com](http://www.speedeventseries.com)

All drivers must complete and sign an Entry form. Entry forms are available before the events and generally close during the week of the event. The entry fees, inclusive of GST, for Super Sprints and Hill Climbs range between \$70 and \$120 depending upon the venue and event.

There is a BBQ or canteen at Super Sprints and Hill Climbs.

Any person, in the view of an official, found to be racing another car can be removed from the circuit. **The objective of the event is about achieving the fastest lap time** – not racing another competitor on the track.

# Regularity Trials

Regularity Trials are an ideal way to enjoy motor sport without purchasing a purpose built race car. **Regularity Trials are not races.** The club conducts Regularity Trials and a Series each year and we encourage non-racing members and officials to attend and have an enjoyable day. The requirements are:

**Licence:** The minimum Licence requirement is a CAMS Level 2S Licence.

**Vehicle Requirements:** Basic vehicle requirements are a fire extinguisher mounted in the vehicle and a blue triangle sticker advising where the battery is located and a competition number.

**Clothing:** Fire resistant overalls are recommended. Minimum dress standard at Regularity Trials is clothing that extends from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable. Drivers whenever on the circuit must wear a safety helmet.

A Regularity Trial is conducted on a permanent or temporary circuit. There are two permanent circuits, Barbagallo Raceway Wanneroo (short and long circuits) and the Collie Motorplex in Collie. Two temporary circuits are used by the Vintage Sports Car Club at Northam and Albany.

In Regularity Trials, competitors are grouped in classes of historic and modern open wheeler and open sports cars as well as modern sedan/sports cars. The maximum number of cars permitted on a track is between 25 and 35 – depending upon the circuit and group of cars.

After a 10 minute practice session each competitor nominates a lap time that

they will circulate the track. The object of a Regularity Trial is to complete each lap of the 5 lap event as close as possible to your nominated time. For each 1/100<sup>th</sup> of a second of each lap you are below (faster) your nominated time you receive 2 penalty points. For each 1/100<sup>th</sup> of a second of each lap you are above (slower) your nominated time you receive 1 penalty point. The winner of the event is the driver with the least penalty points. Hence, you do not need to have the fastest car to win the event.

Unlike most races which are standing starts, that is, cars positioned stationary on the start/finish straight waiting for the extinguishing of the red light to signify the start of the race, Regularity Trials are flying starts. Cars proceed onto the track via the north ramp in single file behind the Safety Car for a warm up lap. At the last corner the Safety Car withdraws to pit lane and competitors will be shown a green light/waved green flag to signify the start of the event. Each event is between 4 and 5 laps in duration.

All drivers must complete and sign the Entry form. Entry forms are available before the events and generally close the week of the event. The entry fees for Regularity Trials, inclusive of GST, can range between \$120 and \$175, depending upon the venue.

Any person, in the view of an official, found to be racing might be removed from the circuit. **The day is about achieving the least penalty points by lapping as close as possible to your nominated time** – not racing another competitor on the track or trying to attain the fastest speed.

*You must obey the direction of the official(s) at all times.*

*Please contact the WA Sporting Car Club's Administration, weekdays, on 9306 8022 if you would like any other information or ask a Club official*

## Circuit Racing

The pinnacle of circuit (black track) motor sport is racing. The club conducts ten race meetings each year. The requirements are:

**Licence:** The minimum Licence requirement is a CAMS Clubman Circuit Licence.

**Medical Examination:** A medical examination by a CAMS designated Medical Examiner is required for a new application. Once you have had your first examination you may be required to have another examination when you renew your licence, dependant upon your age.

Once you have completed the application and medical and submitted the form to CAMS, you will be required to complete an on line **Race Licence Module**

This course provides participants with information to assist them in obtaining their Circuit Racing Driver Licence.

At the completion of this training participants should be able to:

- Understand the role of CAMS in Motor Sport
- Identify and use the relevant paperwork required
- Know what to do at the circuit
- Identify all the flags and their meanings
- List the official and their duties
- Understand the judicial requirements and procedures
- Use appropriate safety equipment

A **Pre-Licence Authority (PLA)** is issued once an applicant has:

- satisfactorily completed the medical fitness requirements for the level of licence required

- passed the required theoretical component (training module) related to the discipline
- satisfactorily completed the licence application form

The applicant will then be permitted to complete the practical component known as an Observed Licence Test (OLT)

**Observed Licence Test:** New drivers are required to attend an OLT. These are conducted at the Club's Saturday private practice days or arranged directly with one of the examiner's for a weekday fixture. You must book in for your OLT and information regarding the test will be sent to you.

Once you have passed your OLT, the examiner will sign your Pre-Licence Authority and you can return it to CAMS who will issue you with your competition licence. In most cases you will need to request a temporary licence if you are competing within two weeks of having passed your OLT. Note: You cannot compete until you have either a temporary licence or your actual CAMS competition licence

**Vehicle Requirements:** Vehicles that compete in circuit racing must comply with the technical regulations of the category that it competes in, as well as regulations that all competition vehicles must conform to. These regulations are published in the CAMS Manual of Motor Sport. This Manual is updated quarterly and it can be downloaded from the website [www.cams.com.au](http://www.cams.com.au). All vehicles that race must have a CAMS log book. For new vehicles an application form must be completed and the vehicle inspected. All vehicles that race must have a CAMS approved roll cage,

except Ja and Ka and Lb Historic classes. We recommend that any person intending to race should purchase a copy of the CAMS Manual and study the relevant requirements for circuit racing and the class you intend competing in to avoid unnecessary expenses. We suggest you also speak to a category representative to see what is suitable for you and your budget.

**Categories:** Whilst there are many and varied CAMS racing categories, the Club conducts events for: Formula Vees, Formula Fords, Historic classes (Groups J, K, L, M, N, O, P, Q R and S), HQ Holdens, Improved Production Cars, Marque Sports Cars, Saloon Cars, Sports Cars, Sports Sedans, Street Cars (Sports Sedans with restrictions).

In order that a reasonable level of competitor numbers is maintained in these categories the Club does not envisage introducing any new categories in the foreseeable future. If you want to begin motor racing in WA you will need to start with a car that fits into one of the currently competing categories.

**Clothing:** CAMS or FIA approved driving suit, gloves and boots must be worn. Drivers whenever on the circuit must wear a safety helmet.

Racing is conducted in WA at Barbagallo Raceway and Collie Motorplex.

The object of racing is to achieve the lowest elapsed time, i.e. come first across the finish line! Each meeting

commences with a 10 minute qualifying session and during the day each group has two races of 8 laps and one x 10 lap duration.

Most races are standing starts, that is, cars positioned stationary on the start/finish straight waiting for the extinguishing of the red light to signify the start of the race. Formula Classic and Sports Car races are flying starts.

The WA Sporting Car Club conducts State Championships for CAMS recognised classes in which competitors are able to score points towards end of season awards. No prize money is paid by the Club. However, some class associations do arrange their own prize pool.

All drivers must complete and sign the Entry form. Entry forms are available before the events and generally close a week and a half before the event. The entry fees, inclusive of GST, for circuit racing are \$175. For national championships/series fees are higher.

Electronic timing is used and competitors are required to purchase and fit a Dorian timing transmitter to their vehicle.

To conclude we highly recommend that anyone contemplating racing should carefully research the category they would like to compete in against their budget. Once you have decided on the category and you are wishing to purchase a race car we recommend that you research the vehicle's competitiveness versus your budget.

# General Information for circuit driving at Tuning Days

## Your Car & Your Attire

Your car should be in good condition with particular attention to having fully **serviceable brakes & tyres, and seatbelts in good condition**. For road cars, tyre pressures should be higher than recommended for country driving. Enquire at the office for advice if you are unsure. A compressor is available in the small shed adjacent to the petrol pump in the central pit area, however, you will need your own tyre pressure guage.

You must also remove all loose items from the passenger space and the boot of the car.

The minimum dress standard is **non-flammable clothing covering from wrist and throat to ankle**. Suitable footwear in the form of shoes which cover the whole foot, plus a **modern crash helmet in good condition** (no big chips or scratches) that complies with **AS 1698**. Race overalls are highly recommended.

## Track Control at Tuning Days

Announcements regarding the activities will be made over the public address system.

Activities are controlled from the starter's rostrum on driver's left hand side (LHS) at the Start/Finish Line which is virtually in front of the Tuning Day Office. If track activities need to be stopped, a red flag /red lights will be displayed from here. If it is, you must complete the lap you are just starting at a **much slower pace**, and then enter the pit lane. When the track is re-opened a green flag is displayed.

Please remember that Tuning Days are controlled from the pit lane only. If you see a breakdown, serious incident or

debris on the circuit it is **up to you** to promptly advise those in charge/render initial assistance. If, for whatever reason, you stop on the circuit, pull your car **clear of the track**.

If there is sufficient demand, specific sessions for Formula Ford, Formula Vee and open Sports Cars will be run.

## Entering/ Leaving the Circuit

When entering the circuit, proceed to pit lane via the South ramp, making sure that you don't encounter any cars coming off the track. Proceed then through pit lane to the end of the blue and white striped kerb along the acceleration lane (keeping **to the left of the kerb**) and blend in with the traffic on the circuit. Check your mirror and **give way** to cars on the circuit. Try to avoid stopping at the end of the acceleration lane as this is a very dangerous area.

Upon leaving the circuit, signal your intentions with **hand signal** and/or **Left Hand indicator**, move to the LHS of the track before the final turn, stay **on the left** through the turn and enter the pit entry lane to the **left** of the blue and white striped kerb.

## Driving in the Paddock

Please ensure to follow the direction of the arrows at all times. The paddock direction is anticlockwise.

## Driving on the Circuit

Be aware that the activity is non-competitive and is not a race meeting.

Feel free to drive as fast as is comfortable, but **do not race other cars**. The Club has directed the Official in Charge of the track to ensure all cars are driven in a safe manner, and he has absolute authority to direct a member to

stop using the circuit if he considers that member to be racing other cars, or driving dangerously.

Do not drive in the middle of the road on the straights; **keep to the left.**

Watch out for faster cars and wave them through whenever possible but **don't risk losing control to get out of their way.** Most of the fast competition cars are driven by experienced racing drivers who will pass you with safety, as long as you don't drive erratically.

Here are a few general rules that especially apply to members in road cars who are not experienced in driving on the circuit –

- 1) **Circuit work is very hard on brakes, tyres and the driver.** Don't run more than 10 hard laps in one session. **Do a slow lap to let your brakes cool down** and then take a break of 10 or 15 minutes before going out again. When stopped in the pits, don't put the handbrake on, leave the car in gear.
- 2) Always brake in a straight line and select the right gear for the corner before turning into the corner.
- 3) **Keep a proper lookout ahead.** Constantly scan the next 200m of track to get early warning of any possible obstructions or changed track conditions.
- 4) If you go into a corner too fast and the car begins to slide excessively, or you are uncomfortable with your position on the track, straighten up

the steering wheel, come smoothly off the power and let the car run wide, even if this means going off the track. **So long as you leave the track with the car and front wheels pointed straight ahead, then slow right down and check when it is safe to rejoin, you should come to no harm.** If your car is bogged, leave the vehicle and move away from the track to a position of safety. A tow vehicle will come and rescue you.

When in doubt, give up early! Many inexperienced drivers get into dangerous situations by fighting to stay on the track when in reality they have already lost control.

- 5) If you unexpectedly lose control and find your car spinning, **get on to the brakes very, very hard, hold the steering wheel firmly and stay on the brakes until the car has come to a complete halt.**

### Driving Instruction

If you have not driven on the circuit before it is highly advisable that one of the WASCC Driving Instructors (if available) rides with you for your initial laps. The instructors are generally available on Saturday Tuning Days and are only too happy to assist on any aspects of circuit driving, such as cornering lines, heel & toe technique, etc. The instructors freely volunteer their time. However, you can arrange private tuition for a fee on a day other than a Tuning Day.

# Confederation of Australian Motor Sport (CAMS)

## Licences Brief Explanation

### Level 2

Broken up into two parts, Level 2NS (NS for Non-Speed events), and Level 2S (S for Speed events). A level 2NS licence entitles the competitor to compete in events such as observed section trials, touring assemblies, non-timed road events, motorkhanas, khanacross and drifting events, up to International level. A level 2S licence entitles the holder to compete in 2NS events plus regularity trials up to National Championship level, single and multi-car speed events (not racing) up to International level, and touring road events that do not run over closed road sections. A level 2S is the minimum requirement for private practice (Tuning Days)

#### Level 2 Non Speed (2NS) licence

- + motorkhana and khanacross events up to International level
- + observed section trials
- + touring road events which contain no closed road sections and no non-race speed sub-events
- + touring assemblies and non-timed road events
- + drifting events

#### Level 2 Speed (2S) licence

- + single and multi-car non-race speed events up to International level
- 'Non-race speed events' include hillclimbs, autocross, single car and multi-car sprints and regularity trials
- + regularity trials up to National Championship
- + touring road events, including non-race speed sub-events, but not including closed road sections, up to International level
- + circuit private practice (tuning days)

### Circuit Racing

#### Provisional Circuit (PC) licence

All circuit events up to and including State Championships, National Series and National Historic events.

#### Provisional Clubman Circuit (PC) and Clubman Circuit (CC) licence

All circuit events up to and including State Championships and all Historic races.

#### National Circuit (NC) licence

All circuit racing events up to and including National Championships.

#### International Circuit licence

International Circuit C (ICC) – Required for all events on the FIA International Sporting Calendar that are not part of FIA championships.

## Getting Event Information

Event information, Entry Forms and the regulations for an event, known as Supplementary Regulations are available for download from our web site [www.wascc.com.au](http://www.wascc.com.au)

Alternatively, you can contact the Club's Administration and they will include you on the postal mailing list to receive event documents.

For all events it is a requirement to complete the required Entry Form and forward to the Club with your remittance prior to the event's entry closing date.

You do not need to pre enter for Tuning Days or Drift Practice.

Regularly check the web site for any calendar updates.

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## Fuel

Leaded Racing 100 fuel is available for purchase from the bowser at the Raceway during Administration hours and at WASCC events. Only members of selected Clubs who have a requirement to use leaded fuel for a motor sport activity can purchase this fuel. No unleaded fuel is available at the Raceway.

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**The WA Sporting Car Club is proudly supported by**



## Becoming a Motor Sport Marshal

Join the team of motor sport marshals and get closer to the action than you thought possible. Call us today on 9306 8022 or visit our website [wascc.com.au](http://wascc.com.au)

Whilst it is accepted that a motor sport event could hardly proceed without competitor, no WA Sporting Car Club event could take place without motor sport marshals. It is as simple as that!

Every sporting event organised by the Club needs marshals, and all marshals, whatever they are doing, are serving a useful purpose and contributing to the success of the event and the smooth running of the organisation. Marshalling is of course one way in which the enthusiast can become actively involved, and contribute something to the sport.

The WASCC is based at Barbagallo Raceway, near Wanneroo, and the Club also controls the Hill Climb course known as Jack's Hill situated within Barbagallo Raceway. In total, the Club organises over 25 events including circuit racing, drifting, sprints and hill climbs.

**Marshals are part of a team, and enjoy benefits such as:**

- Free entry to the Venue
- Effective and hands-on training
- Opportunities to marshal at more high profile motor race events, e.g. a V8 Supercar round
- The chance to make many new friends

Close involvement with the action, and great satisfaction from being part of a disciplined and closely knit team.

For more information about becoming a motor sport marshal contact the WA Sporting Car Club on 9306 8022 or email [wascc@wascc.asn.au](mailto:wascc@wascc.asn.au)

## **ADVERTISE YOUR COMPANY AT BARBAGALLO RACEWAY**



Various advertising opportunities are now available including the Club's publication the "Racing Line", circuit barrier wall signage, billboards to circuit straight/corner naming rights

Please contact WA Sporting Car Club on 9306 8022 or  
[wascc@wascc.asn.au](mailto:wascc@wascc.asn.au)

*Updated 22 February 2011*

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