



**Western Canada Motorsport Association**  
PO Box 76002 RPO Southgate, Edmonton, AB T6H 5Y7  
Phone: 403-226-6790 Fax: 403-226-6790  
Website: [www.wcma.ca](http://www.wcma.ca)

## **2007 WCMA Lapping Regulations**

The ASN Canada Lapping Regulations have been adopted by WCMA and apply to all Lapping Events Sanctioned by WCMA, subject to the amendments and additions found in this, the WCMA Lapping Regulations.

These regulations are a guide to further general safety and in no way a guarantee against injury or death to participants, spectators or others.

The current ASN Canada Lapping Regulations can be found at <http://www.asncanada.com> under the Solosport section.

### **WCMA Amendments to ASN Canada Lapping Regulations**

The ASN Canada Lapping Regulations are amended as follows for use at WCMA sanctioned Lapping Events.

8.5 Passing must take place in designated passing zones only. Passing zones will only be on straights and should be designated by pylons or other markers defining the limits of the passing zones. In the event a car is proceeding around the track at significantly slower than normal speeds due to mechanical or other difficulties, the driver may point other cars by at any point it is safe to do so.

8.10 Drivers being passed must acknowledge they are allowing the pass by pointing to the side of the car they wish the faster car to pass on. Turn signals may also be used on cars so equipped.

8.11 Cars being passed should remain on the normal driving line. They should not brake or swerve suddenly in an effort to make the pass easier to execute. It is the responsibility of the driver passing to ensure that the pass can be completed safely within the designated area. If you cannot complete the pass safely within the designated passing area, don't start the pass.

10.1 The Clerk of the Course will decide if flags will be shown at the marshals' discretion or only on instruction from the Clerk of the Course, depending on track configuration/visibility, marshal experience and other factors. Unless otherwise indicated, blue, white, yellow and green flags for local conditions may be displayed at



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the marshal's discretion. Other flags should only be shown on instruction from the Clerk of the Course.

10.2 Green Flag: Used to start or restart a track session. May also be shown locally at the next station downstream of an incident to indicate that the road is clear ahead.

Add 10.6: Yellow flag: Caution! Used to indicate an incident ahead. Unlike the road racing usage, where a waved yellow indicates a hazard on the racing line and a held yellow indicates a hazard off the racing line, for lapping purposes, it is recommended that a waved yellow be used in all situations. Drivers should proceed with caution. No passing. Given that this is lapping and not racing, if the yellow flag situation is caused by a significant event, the red flag may soon be displayed. Be prepared.

A yellow flag may also be displayed at every marshal station, on instruction of the clerk of the course, under a full-course yellow or warm-up lap situation.

Optional Flags: The following flags are optional and may be provided to the marshal stations at the discretion of the Clerk of the Course.

Add 10.7: White Flag: Slow moving vehicle ahead and/or safety workers on or near the track. Proceed with caution. If the white flag is not being used, the yellow flag should be used in these situations.

Add 10.8: Blue Flag: Faster car approaching. A stationary blue flag will generally indicate that the faster car is approaching, but may not be close enough for the pass yet. Be aware. A waved blue flag indicates that the car is close enough to pass, or that you are already holding it up. Use of the next passing zone to point the car past is strongly recommended. If the slower driver ignores several blue flags, they may be shown the black flag.

19.1: Roll-over protection specifications can be found in the current WCMA Solo Regulations.

19.3: Rollover protection is required for Modified category vehicles, all open wheel vehicles and all open top vehicles (convertibles).