



Date: April 29, 2021

Subject: Regulation Changes / Updates for 2021

\*\*\* IMPORTANT NOTE: \*\*\*

The following are just the items that have changed, please look at the complete 2021 WCMA Sporting Regulations and 2021 WCMA Technical Regulations to ensure these rules are read in context.

Main page: <http://www.wcma.ca/new/racing/racing-forms/>

## 2021 Sporting Regulations Update:

### Section 1.7 Publications:

1.7.g. Any video evidence taken at the track by crew members or drivers must be made available to the steward upon request.

### Section 7.8 Timing, Scoring, Results

7.8.b.iii. The organizer shall submit to one of the stewards for approval the provisional results of a race prior to posting the results on the official notice board. Results will not become official or final until approved and signed by one of the stewards.

### Section 7.16 Entry/Use of a Back up Car

7.16.a. A back up car may be entered for a competition. The backup car must meet the same registration and technical requirements as the primary car. The use of the primary and back up cars are mutually exclusive and they are not permitted on track at the same time.

7.16.b. A back up car must be presented and pass tech inspection and have a completed technical inspection form.

7.16.c. A back up car that was not registered before the close of entries will be permitted after a late processing fee is paid. A driver will be allowed to practice and qualify a back-up car provided the steward is notified before the back-up car is used.

7.16.h. Switching to a backup car after the first race session of the day will cause the loss of grid position and the car may have to start from behind the slowest qualifier in that class.

### 8.8 Use of a Pace Car

8.8.e The pace car, when instructed to do so, will turn on its lights or display a yellow flag and will enter the track immediately in front of the leading car. Should it fail to do so, cars following it shall be waved past the pace car, one at a time, until the car leading the race in first overall place is immediately behind the pace car.

### 11.5 Passing on the Race Track

11.5.b Responsibility

11.5.b.iii. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking. Any driver appearing not to be making adequate use of the car's rear view mirrors, or driving in a manner which, even if unintentionally, appears to hinder or discourage another driver seeking to pass, or appearing to ignore the blue flag, may be given the black flag. Systematic or repeat offences may result in exclusion of the offending driver.

#### 11.5.c Right to the Line

11.5.c.i. The driver in front has the right to choose any line at the turn in point, as long as they are not considered to be blocking. The driver in front loses the right to choose his or her line when the overtaking driver has their front wheel next to the driver at the turn in point.

11.5.c.ii. An out-braking attempt past the turn-in point is often dangerous and may result in penalty which may include disqualification.

### **26.3 WCMA.ca Endurance Championship (EC)**

#### 26.3.a Organization

26.3.a.i.2 Endurance Classes will be grouped as per the current NASA Team Endurance Racing Class (TREC) Rules.

#### 26.3.c Allocation of Points

26.3.c.i. Drivers/Teams (entry) will earned points corresponding to the amount of laps they completed in each endurance race for the season championship.

26.3.c.ii. In the event that different Teams have an equal number of laps at the end of the season, the superior individual race results will be used to break the tie. Starting with the total number of wins, and continuing in descending order (as required), the Team with the greatest number will be awarded the "tie breaker".

### **APPENDIX B. Description of on-track incidents**

*Please read the entire appendix, small changes have been made in wording to make the intent more clear. Changes are underlined and marked with lines in the margin.*

## 2021 Technical Regulations Update:

### Section 3.4 – SPEC MIATA

#### C. TIRES

All cars shall use

1. In dry conditions 205/580R15 Zestino Circuit OS1 Soft tire (pending availability)
  - a. Competitors with new Hoosier SM7 tires will be allowed to use them in the SM Class at the first race weekend of 2020. Following that, competitors will be allowed to use Zestinos or leftover Hoosiers in remaining race weekends.

#### APPENDIX 1 – Roll Cage Specifications

##### 3. WCMA

###### lv. Roof reinforcement

1. Highly recommend for all classes and, required for Ice Racing, for cages build & logbooks issued after 01.01.2019, that the upper part of the safety cage must be reinforced
  - a. as per FIA Appendix J – Article 253 8.3.2.1.3 (diagonally from passenger's rear to driver's corner), or
  - b. a longitudinal bar (front to back) if helmet clearance is an issue.

###### v. Windscreen Pillar reinforcement

1. Highly recommend for all classes and, ~~Required for Ice Racing, for cages build & logbooks issues after 01.01.2019~~ if dimension "A" is greater than 200 mm (Drawing 253-15)

#### APPENDIX 2 – VEHICLE REQUIREMENTS

##### C.SAFETY KILL SWITCH

Old text:

1. ~~A safety kill switch must be fitted. It must disable all of the electrical systems, except for Fire Suppression Systems on the vehicle directly, i.e. solenoids may not be used. If the kill switch does not disable the main starter cable, the starter cable must be fitted with a fusible link. This fuseable link must not be installed near the engine compartment or fuel cell. It is preferred for the safety kill switch to be mounted on the cowl at the base of the windshield, or near the A pillar on the driver's side. Location of the Kill switch must be marked clearly (using a red spark on a blue triangle with a white border), or the outside of the vehicle and its operation must be obvious. If the driver cannot reach this switch while in the normal driver's position, a second switch with identical function must be fitted in the driver/passenger compartment such that the driver can operate the switch while strapped in the safety harness.~~

New text:

2. A safety kill switch must be fitted. It must disable all of the electrical systems, except for Fire Suppression Systems on the vehicle. If the switch does not disable the main starter cable, the starter cable must be fitted with a fusible link. The location of the switch can be inside or outside of

the car and must be easily accessible by the driver and rescue workers. The switch(s) must be marked clearly (using a red spark on a blue triangle with a white border) indicating the location. The driver must be able to reach this switch with their harness on. A second switch or remote system can be used such that the driver and/or rescue can operate the switch. Battery terminals must be insulated.

#### **APPENDIX4 – COMPETITOR SAFETY EQUIPMENT**

##### **B. HELMETS**

1. Only ~~helmets in FIA technical list 25~~ the following helmets will be accepted:
  - a. Snell Foundation
    - i. SA2010 (**not valid after Dec 31, 2023.**)
      1. however it is highly recommended that SA2010 are also certified to FIA 8858-2002 or FIA 8858-2010 and the competitors have ensured their helmets are acceptable for use with FHR
    - ii. SAH2010 (**not valid after Dec 31, 2023.**)
    - iii. SA2015
    - iv. SA2020
  - b. FIA Standard
    - i. 8860-2010
    - ii. 8859-2015
    - iii. 8860-2018 & 8860-2018 ABP