WESTERN CANADA MOTORSPORT ASSOCIATION
SPORTING REGULATIONS – RACE

WESTERN CANADA MOTORSPORT ASSOCIATION
SPORTING REGULATIONS

Auto racing is a dangerous sport.

These regulations are intended to assist in the conduct of competitions and further general safety. They are a guide, and in no way guarantee against injury or death to participants, spectators or others. No express or implied warranties of safety or fitness for a particular purpose are intended or result from the publication or compliance with these or any other official regulations. Entering a WCMA event constitutes an agreement, without reservation, by any person participating in such event in any capacity, that he or she has read and understands the Regulations and shall at all times conduct himself or herself in accordance with them.

All rights reserved. These Regulations may not be reproduced without written permission from Western Canada Motorsport Association

Affiliated Clubs may adopt these Regulations and the WCMA Technical Regulations - Race for use within WCMA sanctioned competitions. WCMA license holders and WCMA officials may print copies of these Regulations for their own use.

Copyright 2024

Western Canada Motorsport Association
PO Box 760062 RPO Southgate
Edmonton, AB T6H 5Y7

Website - www.wcma.ca

These Regulations are effective May 1, 2024

TABLE OF CONTENTS

TABLE OF CONTENTS 3
DEFINITIONS TO BE USED 8
1. GENERAL 9
1.1. Racing Authority 9
1.2. Organization of WCMA Events 9
1.3. WCMA Competition Regulations 9
1.4. Knowledge of Regulations 9
1.5. Precedence of Regulations 10
1.6. Calendar of Competitions 10
1.7. Publications 10
1.8. Visitors to the Region 11
2. DRIVER MINIMUM REQUIREMENTS 12
2.1. Competition License 12
2.2. Presentation of License 12
2.3. Medical Responsibility 13
2.4. Novice Requirements 13
2.5. Junior Novice Requirements 13
3. COMPETITION LICENSING 14
3.1. Licensing 14
3.2. License Types 14
3.3. License Requirements 16
3.4. Medical Examination 19
3.5. Application for License 19
4. ASSUMED NAMES 20
5. CONDUCT 20
5.1. WCMA Identification 20
5.2. Conduct of Participants 20
5.3. Sportsmanship 20
5.4. Impairment 21
5.5. Narcotics and Drugs 21
5.6. Submission to Testing 21
5.7. Unauthorized Practice 21
5.8. Practice/Testing Before an Event 21
6. ORGANIZATION OF COMPETITIONS 22
6.1. Application for an Organizing Permit 22
6.2. Conditions of Application 22
6.3. Minimum Requirements to Be Met 23
6.4. Race Track License 23
6.5. Insurance Requirements 23
6.6. Postponement/Cancellation 24
6.7. Credentials for WCMA Officials 24
6.8. Credentials for Entrants 24
6.9. Notice on Official Documents 24
7. EVENT SUPPLEMENTARY REGULATIONS 25
7.1. Content of Event Supplementary Regulations 25
7.2. Minimum Age of Participation 26

7.3. Number of Starters ... 26
7.4. Required Indemnifications ... 26
7.5. Falsification of Entry ... 26
7.6. Race Starter's Equipment ... 27
7.7. Flags and Signals ... 27
7.8. Timing, Scoring, Results ... 27
7.9. Race Length ... 27
7.10. Race Winner ... 28
7.11. Dead Heats ... 28
7.12. Overall Race Finishers ... 28
7.13. Class Finishers (Endurance Races) ... 29
7.14. Crossing the Start/Finish Line ... 29
7.15. Noise Level of Race Cars ... 29
7.16. Entry/Use of a Back up Car ... 29
7.17. Withdrawal of Entry ... 30
7.18. Event Schedule ... 30
8. CONDUCT OF RACE EVENTS ... 31
8.1. Grouping of Car Classes ... 31
8.2. Instructions to Competitors / Mandatory Driver Briefings/Meeting ... 31
8.3. Qualifying For a Race ... 31
8.4. Starting Positions ... 32
8.5. Layout of Starting Grids ... 32
8.6. To Be Considered a Race Starter ... 32
8.7. Racing Commences At the Green Flag ... 32
8.8. Use of a Pace Car ... 33
8.9. Stopping/Restarting a Race ... 33
8.10. Effect of Stopping a Race ... 34
8.11. Rescheduling Of a Competition ... 34
8.12. Impound Procedures ... 34
8.13. Rain Race Procedure/Slick Tires ... 35
9. FLAG SIGNALS ... 36
9.1. Green Flag ... 36
9.2. Yellow Flag ... 36
9.3. Red Flag at Start/Finish and At All Posts ... 36
9.4. Black Flag With "All" Displayed ... 36
9.5. Blue Flag ... 37
9.6. Yellow Flag with Red Stripes ... 37
9.7. White Flag ... 37
9.8. Diagonal Black And White Flag with Car Number Displayed ... 37
9.9. Black Flag with Car Number Displayed ... 37
9.10. Black Flag with an Orange Disk with Car Number Displayed ... 37
9.11. Checkered Flag ... 37
10. PADDOCK SAFETY ... 38
10.1. General ... 38
11. COMPETITOR CONDUCT ON THE RACE TRACK ... 38
11.1. General ... 38
11.2. Conduct during Race Starts ... 38
11.3. Conduct on the Race Track ... 39
11.4. Conduct on the Race Track for Vintage ... 40

11.5. Contact Policy. The following policy will be implemented for 2024 and reviewed at the end of the season for potential modifications. 41
11.6. Passing on the Race Track 41
12. RULES OF THE PITS 43
12.1. General 43
12.2. Pit Stops 44
12.3. No Refueling In Pit Lane 44
12.4. Other Devices in the Pits 44
12.5. Exiting the Pits 44
13. RACE CARS GENERAL 45
13.1. General Safety Matters 45
13.2. Technical and Safety Inspection 45
13.3. Decals and Advertising 46
13.4. Appearance of Cars 46
13.5. Vehicle Logbook 46
13.6. Measurement of Cars/Components 46
13.7. Race Car Weights 47
13.8. Engine Fuel to Be Used 47
13.9. Race Tires 47
14. IN CAR CAMERAS/RADIOS 48
14.1. General 48
15. SEALED COMPONENTS 48
15.1. General 48
16. RACE CARS ON PUBLIC ROADS 48
16.1. Race Cars on Public Roads 48
17. REFUELLING DURING ENDURANCE RACES 49
17.1. Refueling Procedure 49
18. WCMA OFFICIALS AND THEIR FUNCTIONS 49
18.1. Licensing Of Event Officials 49
18.2. Authority of WCMA Officials 49
18.3. Licensed Event Officials 49
18.4. Officials responsibilities 50
18.5. Clerk of the Course 50
18.6. Starter 51
18.7. Steward 52
18.8. Scrutineer 52
18.9. Judges of Fact 52
18.10. Competition Observers 53
18.11. Timing and Scoring 53
19. VIOLATIONS OF REGULATIONS 54
19.1. Breach of Regulations 54
19.2. Assessment of Penalties 54
19.3. Repeated Violations 54
20. PENALTIES 55
20.1. General 55
20.2. Reprimand 55
20.3. Time Penalty 55
20.4. Distance Penalty 55
20.5. Monetary Fine 55
20.6. Exclusion Penalty 55

20.7. Amendment of Placing 55
20.8. Loss of Event Awards 55
20.9. Loss of Points 56
20.10. Disciplinary Action 56
20.11. Probation 56
20.12. Suspension of Privileges 56
20.13. Disqualification 56
20.14. Publication of Penalties 56
21. PROTESTS 57
21.1. The Right of Protest 57
21.2. Time Limits for Protests 58
21.3. Video Evidence 58
21.4. Protest of a Race Car 59
21.5. Lodging a Protest 59
21.6. Hearing of a Protest 60
21.7. Distribution of Awards 60
21.8. Judgment from a Protest Hearing 60
21.9. Protest Fees 60
21.10. Publication of Judgments 60
22. APPEALS 61
22.1. Request for an Appeal 61
22.2. Ground for Appeal Requests 61
22.3. Time Limit 61
22.4. Effect of Requesting an Appeal 61
22.5. Required Submissions 62
22.6. Decision to Grant an Appeal 62
22.7. Appeal Proceedings 62
22.8. Provision for Expedited Appeal 63
22.9. Jurisdiction of Appeal Proceedings 63
22.10. Judgment of Appeal Proceedings 63
22.11. Judgment is Final 63
22.12. Publication of Judgments 63
22.13. Conduct After Judgment 63
23. STARTING PROCEDURES 64
23.1. Rolling Start Procedures 64
23.2. Standing Starts 64
23.3. Starting Positions 65
24. OVAL TRACK RACES 66
24.1. General 66
25. WCMA.ca Championships 67
25.2. WCMA.ca Touring Car Championship (TCC) and Formula Car Championship (FCC) 67
25.3. WCMA.ca Endurance Championship (EC). 68
25.4. Allocation of Points for the WCMA.ca Championships 69
26. WCMA Race Travel Assistance Program 70
27. Awards 71
27.1. Annual Awards 71
27.2. Nominations for Annual Awards 71
APPENDIX A. INSURANCE REQUIREMENTS 72
A.1. Insurance Requirements 72
A.2. Ice Race Event Insurance Exclusions 72

DEFINITIONS TO BE USED

The following definitions are to be used with these Regulations:

- ASN is the FIA appointed ASN for Canada.
- COMPETITION means a contest in which cars take part.
- COMPETITOR means a person who competes in an event as an entrant or driver.
- DRIVER means a licensed competition driver named as a driver of a car.
- ENTRANT means a licensed person or body entered for a competition.
- EVENT means a program of competitions at a race track.
- EVENT SUPPLEMENTARY REGULATIONS means regulations that are presented by the organizer of an event.
- EVIDENCE means that which supports fact, logic or reason.
- FACT means something which can be proven.
- FIA means the Federation Internationale de l'Automobile.
- FINISHING LINE means the last control line on a marked race track. The finish line may also be the starting line. The timing control line may be an unmarked different line.
- FORCE MAJEURE means a situation whereby it is unreasonable to start or continue a competition or to fully apply a regulation (an act of God).
- ICSCC means International Conference of Sports Car Clubs (also known as Conference)
- IMSA means the International Motor Sport Association.
- MARKED RACE TRACK means that portion of a race track that is used by cars for racing and includes the paved surface, any curbing that exists and the pit lane. On some tracks the primary racing surface is indicated by painted lines.
- ORGANIZER means a body authorized to organize an event by a permit obtained from the Western Canada Motorsport Association (WCMA).
- ORGANIZING PERMIT means the permit, or sanction, issued by WCMA to organize a single competition.
- PARTICIPANT means any person or body involved at an event as an official, entrant, driver, crew or race worker.
- PENALTY means a punishment for breaching a rule or regulation.
- PROMOTER means any person or body (other than an organizer) proposing to hold, or holding a series, event or competition.
- RACE means an individual competition that is a part of a race meet.
- RACE MEET means a number of individual competitions.
- RACE TRACK means the entire property upon which a marked race track is situated.
- RACE TRACK LICENSE means the license for a race track issued by WCMA, ASN and in some cases FIA.
- SANCTIONED means an event for which an Organizing Permit has been granted by WCMA
- SCCA means the Sports Car Club of America.
- SEASON means one calendar year.
- STARTING LINE means the control line on a marked race track and represents the point at which a race first commences. This line may also be the finishing line. The timing control line may be an unmarked different line.
- STEWARD OF THE MEET means the senior steward for race event, or their designate
- TEMPORARY RACE TRACK – a facility on which a marked race track has been created for temporary use.
- VEXATIOUS means of little or no significance or importance, annoying or disturbing.
- WCMA means Western Canada Motorsport Association.

1. GENERAL

1.1. Racing Authority

1.1.a. Western Canada Motorsport Association (WCMA) has drawn up these regulations referred to herein as "these regulations". These regulations are effective as of May 1, 2024, and as amended from time to time. WCMA is the sole regulatory authority and shall render all decisions concerning these regulations; determine eligibility for participation in competitions; appoint officials; issue and withdraw licenses; apply penalties for violation of these regulations; carry out all actions deemed in its judgment to be in the best interests of the conduct of motorsport.

1.2. Organization of WCMA Events

1.2.a. A WCMA sanctioned event may be organized by:
- 1.2.a.i. WCMA
- 1.2.a.ii. A WCMA affiliated club
- 1.2.a.iii. Other clubs, organizers or promoters approved by WCMA.

1.3. WCMA Competition Regulations

1.3.a. The headings used in these regulations are not to be read into the regulations.
1.3.b. WCMA reserves the right to alter these regulations at any time.
1.3.c. WCMA bulletins become part of these regulations.
1.3.d. Each organizer shall draft event supplementary regulations which shall be submitted to WCMA for approval.
1.3.e. These regulations have been prepared in English text which shall prevail in terms of meaning and intent.

1.4. Knowledge of Regulations

1.4.a. Every person, body, group of persons, etc., promoting a series; organizing a competition or event or taking part therein; or by and upon applying for an agreement, sanction or permit or license of any kind from WCMA; by and upon participation at a competition as an entrant, driver or otherwise recognize that:
- 1.4.a.i. They have acquainted themselves with these regulations.
- 1.4.a.ii. They have submitted themselves, without reservation, to the consequences resulting from the application of these regulations.
- 1.4.a.iii. Have renounced, under pain of disqualification, the right to have recourse to any arbitrator or judicial tribunal not provided for in these regulations.
- 1.4.a.iv. Have agreed to exonerate and keep indemnified all bodies; sponsors and their agents, race track owners, race owners, race organizers and their officials and agents, WCMA and its directors, officers, officials and its subsidiaries, agents and associate members, from and against all liability whatsoever to any such person or body or group of persons respectively in respect of, or in connection with any meeting, competition, or event held under these regulations, from whatever cause arising or alleged to arise and notwithstanding that the same may have been contributed to, or occasioned by, the negligence of the said bodies, their agents, officials, servants, or representatives.

1.4.a.v. In the case of entrants for, and drivers in, events, have agreed in the circumstances aforesaid in to exonerate and keep indemnified all and any other competitors, their servants and agents, from and against any liability whatsoever, including direct liability, to such entrants or drivers in connection with the driving of cars or any other act, omission, or occurrence during the course of a competition or official practice.

1.4.a.vi. Have agreed as set out in regulations and of this regulations with each and all the persons and bodies referred to in those regulations and so that each and all of these persons or bodies shall be entitled to the benefit of such agreements.

1.4.b. Every driver, entrant, official, promoter or other participant in a WCMA sanctioned event, and every person who is issued a WCMA license agrees without reservation to conduct themselves in accordance with these regulations. If there is a disagreement or dispute regarding the meaning or application of these regulations, the interpretation and application by WCMA officials at the track shall prevail. In order to promote the sport of auto racing, to achieve prompt finality in competition results, and in consideration of receiving numerous benefits available to them, all WCMA members and license holders expressly agree that determinations by WCMA officials as to the applicability and interpretation of this code are non- litigable, and they covenant that they will not initiate or maintain litigation of any kind against WCMA or anyone acting on behalf of WCMA, to reverse, modify or obtain relief from such determination for no purpose other than a bad faith intent to harm the member or license holder. If a member or license holder initiates or maintains litigation in violation of this covenant, that member or license holder agrees to reimburse WCMA for the costs of such litigation, including legal fees.

1.5. Precedence of Regulations

1.5.a. The precedence of regulations shall be as follows:

- FIA regulations
- ASN regulations
- These regulations
- WCMA Technical Regulations - Race
- WCMA bulletins
- Series regulations
- Event supplementary regulations
- Instructions from WCMA officials

1.6. Calendar of Competitions

1.6.a. WCMA may publish an annual calendar of competitions.

1.7. Publications

1.7.a. Publications made by promoters, sponsors, and organizers, in connection with, or resulting from WCMA competitions should be produced in accordance with the laws of the land.

1.7.b. Publications under these regulations means; radio and television productions and the promotional videos; printed advertisements, brochures, booklets, forms, signs or displays.

1.7.c. Publications should include the logo of WCMA and the wording "Sanctioned by WCMA".

1.7.d. Competitors who allow their names, photographs, or likeness to be used in connection with misleading advertising may be referred to WCMA for disciplinary action.

1.7.e. Promoters and organizers may be asked to co-operate in making available to WCMA any digital or analog media including photographs, film or videotapes of a competition for sporting administration purposes by WCMA.

1.7.f. The live broadcast of competition is prohibited, unless;

1.7.f.i. The broadcast is delayed and there is a system in place to stop the broadcast in the event of an incident.

1.7.f.ii. The length of delay and the system to stop broadcasting must be approved by the WCMA's Race Director and the Clerk of the Course.

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

1.8. Visitors to the Region

1.8.a. Visiting competitors from FIA-affiliated regions are permitted to compete in a WCMA sanctioned event as long as;

1.8.a.i. They currently hold valid race/competition license

1.8.a.ii. Their Vehicle meets the requirements of their home region or meets the requirements of Appendix 2, VEHICLE REQUIREMENTS of the technical regulations.

1.8.a.iii. The vehicles must have a valid logbook from the home region.

1.8.a.iv. The driver must meet the requirements of Appendix 4, COMPETITOR SAFETY EQUIPMENT of the WCMA technical regulations.

1.8.a.v. Individuals interest in or planning to visit the region are encouraged to email racedirector@wcma.ca with any questions they may have regarding Licenses, Classing, Safety requirements or events

2. DRIVER MINIMUM REQUIREMENTS

To be eligible to compete in a WCMA sanctioned event, a driver must

2.1. Competition License

2.1.a. To be eligible to compete in a WCMA sanctioned event, a driver must possess one of the following valid licenses;
- 2.1.a.i. The Appropriate WCMA competition license
- 2.1.a.ii. A equivalent license granted by an affiliated territory of Canada
- 2.1.a.iii. A equivalent license granted by
  - 2.1.a.iii.1. SCCA competition license
  - 2.1.a.iii.2. IMSA full license
  - 2.1.a.iii.3. Grand-Am license
  - 2.1.a.iii.4. ICSCC license
- 2.1.a.iv. ASN Canada National competition license (if it exists) or a national license issued by ACCUS.
- 2.1.a.v. FIA international competition license
  - 2.1.a.v.1. Drivers granted an FIA international competition license by a foreign ASN must possess a letter of authority from their ASN giving permission to race in Canada, and also must possess an international medical card (available from their ASN).

2.1.b. Licenses issued by SCCA, IMSA, ICSCC and Grand-Am apply to non-Canadian residents. Competitors holding these licenses are not eligible for WCMA championship series points

2.1.c. Validity of License
- 2.1.c.i. Canadian competitors must hold a license issued by WCMA or ASN.
- 2.1.c.ii. A license granted by WCMA does not constitute a certificate of competency of the holder.
- 2.1.c.iii. Licenses shall be valid from the date of issue to the date of expiration shown on the license

2.2. Presentation of License

2.2.a. Entrants and drivers must present their competition license to an official when requested.

2.3. Medical Responsibility

2.3.a. Drivers may not participate in any competition unless they meet and continue to meet the medical requirements of the competition license held.

2.3.b. It is the responsibility of the participant to notify medical personnel of any pre-existing condition that might affect subsequent emergency medical care resulting from an accident.

2.3.c. Any license holder who suffers injury or illness, at any time, that may impair or prejudice in any way the license holder's ability to drive a car in speed events shall report such injury or illness immediately to WCMA and submit to a medical examination and be recertified fit for competition before again competing.

2.3.d. After any accident during competition it is mandatory for any involved driver to report to the event medical team and to submit to any examination deemed necessary for purposes of determining fitness to resume competition. Failure of a driver to submit to a medical examination will result in a penalty that may include exclusion from the competition without recourse to protest or appeal.

2.3.e. Should the medical team at a competition, upon examination of a competitor, deem a competitor unfit for competition, even temporarily, the competitor shall abide by the decision of the event medical officer.

2.3.e.i. A decision made by the event medical team regarding the fitness of a driver for competition is final and not subject to protest or appeal.

2.4. Novice Requirements

2.4.a. All novice drivers must report to the Steward of the Meet at the beginning of the race meet and before participating in any practice, qualifying or race session, requesting observation.

2.4.b. A day-glo orange panel, triangular or rectangular in shape, with a required minimum size of 12 cm on any one (1) side shall be displayed on the rear of the car whenever the driver is on the race track.

2.4.c. If a separate novice race is provided during the race meet, all novice drivers must compete in this session.

2.4.d. The steward must sign the driver's log book to verify participation.

2.5. Junior Novice Requirements

2.5.a. Cars being driven by junior drivers will be so identified by means of a rearward facing sign 20cm (8in.) in diameter with a white letter “J” on a red background. The sign must be clearly visible to following vehicles.

2.5.b. All junior drivers will be under strict observation by the stewards of any race event entered and, at the sole discretion of the race officials, may be ordered off the track at any time if their actions are deemed to be a danger to themselves or to other participants.

3. COMPETITION LICENSING

3.1. Licensing

3.1.a. WCMA reserves the right of refusal to issue a license

3.1.b. A driver's competition license is a privilege and not a right, granted to an individual by WCMA. A driver's competition license may be withdrawn or suspended by WCMA at any time.

3.1.c. All applicants require a current membership in a WCMA affiliated club.

3.2. License Types

WCMA issues the following types of licenses for Competition:

3.2.a. Time Attack

- 3.2.a.i. Valid for Solo events
- 3.2.a.ii. May be upgraded to an Novice Racing License
  - 3.2.a.ii.1. If the holder satisfactory completes three (3) Time Attack events under the observation of a WCMA driving instructor.
  - 3.2.a.ii.2. The instructor at their discretion determines if an event was satisfactory completed or if more experience is required

3.2.b. Ice Racing

- 3.2.b.i. Valid for Ice racing events
- 3.2.b.ii. May be upgraded to an Novice - Amateur Racing License
  - 3.2.b.ii.1. If the holder satisfactory completes three (3) ice racing events under the observation of the Steward of the Meet.
  - 3.2.b.ii.2. The Steward of the Meet at their discretion determines if an event was satisfactory completed or if more experience is required

3.2.c. Endurance Racing

- 3.2.c.i. Valid for endurance racing events.
- 3.2.c.ii. If you held a previous single event license you must apply for a Novice – Amateur Racing License.
- 3.2.c.iii. May be upgraded to an Novice - Amateur Racing License
  - 3.2.c.iii.1. If the holder satisfactory completes a WCMA endurance racing event under the observation of the Steward of the Meet.
  - 3.2.c.iii.2. The Steward of the Meet at their discretion determines if an event was satisfactory completed or if more experience is required

3.2.d. Junior - Novice Racing
- 3.2.d.i. Valid for
  - 3.2.d.i.1. Solo events
  - 3.2.d.i.2. Ice racing
  - 3.2.d.i.3. Endurance racing events
  - 3.2.d.i.4. Road racing events in
    - 3.2.d.i.4.1. Open Wheel; Formula Vee, Formula 1600, or equivalents of no greater performance, or
    - 3.2.d.i.4.2. Touring Car; Classes ST5 & ST6 or equivalents of no greater performance

- 3.2.d.ii. May be upgraded to an Amateur Racing License
  - 3.2.d.ii.1. Once the holder satisfactory completes three (3) race meets under the observation of the Steward of the Meet.
    - 3.2.d.ii.1.1. The Steward of the Meet at their discretion determines if an event was satisfactory completed or if more experience is required
    - 3.2.d.ii.1.2. A driver who competes in races not sanctioned by WCMA may receive full credit for these events provided they submit proof of participation to the WCMA Licensing supervisor

3.2.e. Novice Racing
- 3.2.e.i. valid for
  - 3.2.e.i.1. Solo events
  - 3.2.e.i.2. Ice racing
  - 3.2.e.i.3. Endurance racing events
  - 3.2.e.i.4. Road racing events

- 3.2.e.ii. May be upgraded to an Amateur Racing License
  - 3.2.e.ii.1. Once the holder satisfactory completes three (3) race meets under the observation of the Steward of the Meet.
    - 3.2.e.ii.1.1. The Steward of the Meet at their discretion determines if an event was satisfactory completed or if more experience is required
    - 3.2.e.ii.1.2. A driver who competes in races not sanctioned by WCMA may receive full credit for these events provided they submit proof of participation to the WCMA Licensing supervisor

3.2.f. Amateur Racing License
- 3.2.f.i. valid for
  - 3.2.f.i.1. Solo events
  - 3.2.f.i.2. Ice racing
  - 3.2.f.i.3. Endurance racing events
  - 3.2.f.i.4. Road racing events

3.3. License Requirements

A license may be issued upon the driver's submission of competed competition license application form and all required forms, if the driver meets or exceeds the requirements of the license they are applying for

3.3.a. Time Attack License Requirements
- 3.3.a.i. Sixteen (16) years of age or older
- 3.3.a.ii. Provide proof of having a current membership in a WCMA affiliated club
- 3.3.a.iii. All outstanding fines have been paid in full
- 3.3.a.iv. Appropriate license fee paid to WCMA.
- 3.3.a.v. And one of the following
  - 3.3.a.v.1. Provide proof of satisfactory completion of a WCMA approved Time Attack driver training course within two (2) years of the driver's training date, or
  - 3.3.a.v.2. Currently or previous held a WCMA Time Attack License (or equal) and
    - 3.3.a.v.2.1. Provide proof of having competed in a Time Attack event within three (3) years

3.3.b. Ice Racing License Requirements
- 3.3.b.i. Sixteen (16) years of age or older
- 3.3.b.ii. All outstanding fines have been paid in full
- 3.3.b.iii. Appropriate license fee paid to WCMA.
- 3.3.b.iv. And one of the following
  - 3.3.b.iv.1. Provide proof of satisfactory completion of a WCMA approved Ice Racing driver training course within two (2) years of the driver's training date, or
  - 3.3.b.iv.2. Currently or previous held a WCMA Ice Racing License (or equal) and
    - 3.3.b.iv.2.1. Provide proof of having competed in an Ice Racing event within three (3) years

3.3.c. Endurance Racing License
- 3.3.c.i. Sixteen (16) years of age or older
- 3.3.c.ii. Appropriate license fee paid to WCMA.
- 3.3.c.iii. All outstanding fines have been paid in full
- 3.3.c.iv. Attends the events endurance racing orientation session <u>if never having competed in an endurance racing event or have had previous race experience</u>

3.3.d. Junior - Novice License Racing
- 3.3.d.i. Fifteen (15) years old
- 3.3.d.ii. Provide proof of having a current membership in a WCMA affiliated club
- 3.3.d.iii. Submit the report of medical examination as per 3.4 Medical Examination
- 3.3.d.iv. All outstanding fines have been paid in full
- 3.3.d.v. Appropriate license fee paid to WCMA.
- 3.3.d.vi. Provide proof of competing in at least two full seasons of club kart racing
- 3.3.d.vii. Provide proof of successfully completed an ASN-recognized race driving school.

3.3.e. Novice Racing Requirements
- 3.3.e.i. Sixteen (16) years of age or older
- 3.3.e.ii. Provide proof of having a current membership in a WCMA affiliated club
- 3.3.e.iii. Submit the report of medical examination as per 3.4 Medical Examination
- 3.3.e.iv. All outstanding fines have been paid in full
- 3.3.e.v. Appropriate license fee paid to WCMA.
- 3.3.e.vi. And one of the following
  - 3.3.e.vi.1. Provide proof of satisfactory completion of a WCMA approved competition driver training course within two (2) year of the driver's training date,
  - 3.3.e.vi.2. Currently or previous held a WCMA Novice - Amateur Racing License and
    - 3.3.e.vi.2.1. Have not yet met the requirements to upgrade to an Amateur Racing License
    - 3.3.e.vi.2.2. Provide proof of having competed in a WCMA racing event within three (3) years.
  - 3.3.e.vi.3. Currently or previous held a WCMA Time Attack License (or equal) and meets or exceeds the upgrade requirements, and
    - 3.3.e.vi.3.1. Provide proof of having competed in three (3) Time Attack event within two (2) years
    - 3.3.e.vi.3.2. Provide proof of satisfactory completion of a WCMA Amateur Racing Licensing exam
  - 3.3.e.vi.4. Currently or previous held a WCMA Ice Racing License (or equal) and meets or exceeds the upgrade requirements, and
    - 3.3.e.vi.4.1. Provide proof of having competed in three (3) ice racing events, one of which was within two (2) years
    - 3.3.e.vi.4.2. Provide proof of satisfactory completion of a WCMA Amateur Racing Licensing exam
  - 3.3.e.vi.5. Within the two (2) years held a WCMA Amateur Endurance Racing License and meets or exceeds the upgrade requirements, and
    - 3.3.e.vi.5.1. Provide proof of satisfactory completion of a WCMA Amateur Racing Licensing exam

3.3.f. Amateur Racing Requirements

- 3.3.f.i. Sixteen (16) years of age or older
- 3.3.f.ii. Provide proof of having a current membership in a WCMA affiliated club
- 3.3.f.iii. Submit the report of medical examination as per 3.4 Medical Examination
- 3.3.f.iv. All outstanding fines have been paid in full
- 3.3.f.v. Appropriate license fee paid to WCMA.
- 3.3.f.vi. And one of the following
  - 3.3.f.vi.1. Currently or previous held a WCMA Amateur Racing License and
    - 3.3.f.vi.1.1. Provide proof of having competed in a WCMA racing event within five (5) years,
  - 3.3.f.vi.2. Currently or previous held a WCMA Novice - Amateur Racing License and meets or exceeds the upgrade requirements, and
    - 3.3.f.vi.2.1. Provide proof of having competed in a WCMA racing event within three (3) years
  - 3.3.f.vi.3. Provide proof they currently or previous held a SCCA, or IMSA license, and
    - 3.3.f.vi.3.1. Provide proof of having competed in a racing event within five (5) years
    - 3.3.f.vi.3.2. Provide their drivers logbook
  - 3.3.f.vi.4. A combination of significant past race experience and other motorsport experience maybe accepted by the Supervisor – Licensing's absolute discretion.
    - 3.3.f.vi.4.1. Maybe issued as probationary.

3.4. Medical Examination

3.4.a. All participants need to submit either a self-declared or medical examination report.

3.4.b. For Amateur Racing Licenses the WCMA requires that drivers submit the report of a medical examination every year

3.4.b.i. Based on the time of application for a driver's competition license. Medical examination report performed by a licensed medical practitioner, shall be submitted every five (5) years for drivers ages 16-35; every two (2) years for drivers aged 36-59; and every year for drivers age sixty plus (60+).

3.4.b.ii. Applicants require a completed medical self-declaration form in the years in which a medical examination by a physician is not required. The medical reports must certify the applicant to be physically and psychologically fit to drive a racing vehicle in competitive events at high speeds.

3.4.b.iii. All examinations must be completed by a licensed medical practitioner using only a WCMA/ASN approved medical form. WCMA reserves the right to refer any submitted medical form to a licensed medical practitioner of its choice for review.

3.4.b.iv. In the event of a license applicant not being recommended for a competition license by a medical practitioner, an individual may apply to WCMA for an individual determination assessment by a WCMA appointed licensed medical practitioner. Results from an assessment are final and binding on the applicant. The applicant will be responsible for any costs involved in an assessment.

3.4.c. For all other License classes, a completed medical self-examination form must be submitted.

3.4.d. Medical forms will be provided to the event medical team.

3.5. Application for License

3.5.a. It is the sole responsibility of the applicant to supply all necessary documentation. Failure to provide all required information will result in a delay in processing.

3.5.b. No license will be issued unless complete documentation and all fees are delivered to the WCMA Supervisor - Licensing or their appointees.

3.5.c. The following items must be included in an application for any class of competition license:

3.5.c.i. A completed competition license application form. Missing information will delay issuance of any license.

3.5.c.ii. For Amateur Racing Licenses a completed WCMA medication examination form. Missing information will delay issuance of any license

3.5.c.iii. Proof of current year membership in a WCMA member club for the competition season for which the license is issued.

3.5.c.iv. Proof of meeting or exceeding the requirements of the license being applied for

3.5.c.v. One (1) passport style digital, head and shoulders photograph.

3.5.c.vi. A copy of your previous license, if the license is being renewed.

3.5.c.vii. A copy of the Driver's Log Book, if the license is being renewed.

3.5.c.viii. Appropriate license fee payable to WCMA.

3.5.d. All applications must be in the possession of the Supervisor - Licensing at least seven (7) days prior to being issued. When an applicant wishes to receive their license but fails to deliver the completed documentation to the Supervisor - Licensing within this time limit, the application may be processed but only after a late processing fee of $35.00 is received by the Supervisor - Licensing. (Please allow three (3) weeks to process licenses.)

3.5.e. It is the responsibility of the applicant that any application is delivered in full to the Supervisor - Licensing within the prescribed time limits.

4. ASSUMED NAMES

4.1.a. An entrant, driver or crew member may not enter an event or sign the waiver and release with an assumed or fictitious name unless first authorized in writing by WCMA. The use of an assumed or fictitious name does not relieve the individual of any obligations, liabilities or penalties under these regulations or those of a series or event.

5. CONDUCT

5.1. WCMA Identification

5.1.a. Drivers will wear a WCMA identity patch on the front right hand side of their driver's suit at chest level or higher.

5.1.b. Drivers may be required to change the position of the WCMA identity patch as the steward's discretion.

5.2. Conduct of Participants

5.2.a. Participants in a WCMA sanctioned competition conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relations with other competitors, officials, sponsors, and their products, and in a manner that shall not be prejudicial to the reputation of WCMA, promoters, sponsors, organizers, or to motorsport in general. Failure to do so may result in penalties.

5.2.b. Entrants and drivers are at all times responsible for the conduct of their crew members and guests. A violation of these regulations committed by an entrant, driver, crew member or guest may be directly chargeable to the driver and result in penalties that may ultimately affect the outcome of a competition.

5.3. Sportsmanship

5.3.a. Good sportsmanship to be the very essence of the sport, and the basic foundation of any competition. Competitors are expected to hold the qualities of fairness, honesty, courtesy, and justice to be more important than the outcome of the race. Real sportsmen/women may have an intense desire to win, but not at all costs.

- 5.3.a.i. Unsportsmanlike conduct, on any scale, is not welcome at WMCA events and therefor no form of unsportsmanlike conduct will be tolerated, acts of unsportsmanlike conduct have many forms such as;
- 5.3.a.ii. arguing, yelling, intimidation, aggressive physical contact
- 5.3.a.iii. losing without grace
- 5.3.a.iv. willfully using non-performance technicalities to hurt another competitor’s point standings to the benefit of one’s own,
- 5.3.a.v. “Sandbagging”, including intentional underperforming to improve your or another competitor’s result or points
- 5.3.a.vi. Failing to report a mistake in scoring that benefits themselves.

5.4. Impairment

5.4.a. Participants at an event will not consume alcohol, or recreational cannabis of any form during the event. Any action taken, or penalty applied by the steward in this regard is not subject to protest or appeal.

5.5. Narcotics and Drugs

5.5.a. The use of any narcotic or illegal substances, as defined in law, or the improper use of legal substances, by any participant is prohibited. The steward may prohibit participation if it is suspected that any substance has been consumed. Such action is not subject to protest or appeal.

5.5.b. Any consumption of prescription medication taken while under the care of a physician or over the counter remedies must be reported to the event medical team.

5.6. Submission to Testing

5.6.a. WCMA reserves the right to require any participant to submit to and complete; breath, blood, urine or other tests designed to determine the presence of alcohol, narcotics dangerous drugs, illegal substances or the inappropriate use of legal substances. Such action is not subject to protest or appeal.

5.7. Unauthorized Practice

5.7.a. During a competition the organizer will not permit a driver or car, nor can a driver or car participate in, the use of a marked race track at any time other than during the scheduled track sessions for the competition entered. The only exception shall be for specific safety reasons and only with the approval of the clerk of the course.

5.8. Practice/Testing Before an Event

5.8.a. A driver and/or car cannot participate in the exclusive private use of a race track within five (5) days prior to a race at that race track, determined from the scheduled day of the event. If the race track is available for testing or practice, all entered competitors in the competition must be permitted to participate on an equal basis.

5.8.b. It is the competitor's responsibility to determine whether or not a race track is available for testing or practice.

5.8.c. WCMA is not responsible for any accident or injury occurring during any pre-event testing as defined herein.

6. ORGANIZATION OF COMPETITIONS

6.1. Application for an Organizing Permit

6.1.a. To conduct a competition, an application for a permit to hold an event must be made to WCMA. All permit applications should be received at the WCMA office or an identified person no later than Thirty (30) days prior to any event. Late fees may apply to any application received after that date unless previous arrangements have been made with the race director.

6.1.b. A competition shall not be held until WCMA has granted an organizing permit and has received payment. WCMA may attach conditions to the granting of a permit, decline to grant a permit or withdraw a permit without stating any reason.

6.1.c. An application from an organizer which has failed to discharge any requirements or any indebtedness to WCMA in respect of previous events will not be approved.

6.2. Conditions of Application

6.2.a. Each application will consist of the event permit application form, completed in full; event supplementary regulations including a schedule of events and entry fees; an event safety plan; an event entry form and the appropriate event sanction fee. Incomplete applications will be returned to the applicant and considered as not received. Event organizers are responsible for drawing up and publishing event supplementary regulations that need not repeat these regulations or those of a series being run, however, under no circumstances may they conflict with these regulations or those of a series.

6.2.b. The event safety plan will include:

6.2.b.i. Equipment available to each control station
6.2.b.ii. Description of medical staff
6.2.b.iii. Ambulance provisions
6.2.b.iv. Emergency service vehicles
6.2.b.v. Mobile fire fighting equipment
6.2.b.vi. Driver rescue/extraction equipment
6.2.b.vii. Provisions for spectator first aid
6.2.b.viii. Name(s) of hospital(s) to be used.

6.2.c. Event permit applications can be made for an entire season at one time if so desired. These advance event permit applications must be accompanied by cheques to cover the applicable event permit fees for each event. These cheques maybe post-dated, but will be dated no later than thirty (30) days prior to the event for which they apply.

6.2.d. Upon event permit application approval, an event permit will be issued to the applicant and a steward will be appointed by WCMA.

6.2.e. Once an event permit is issued there will be no changes allowed to any portion of the approved regulations without the written approval of the steward. Any unauthorized changes will be disallowed and may result in the withdrawal of the event permit

6.2.f. Upon issuance of an event permit, the applicant will make registration forms or internet registration links available to WCMA member clubs no later than twenty-one (21) days prior to the scheduled event. Failure to comply will result in the applicant waiving their right to charge any late entry fees.

6.2.g. Each event permit will reference the track inspection certificate that has been issued for the venue at which the event will be held and the applicant will be expected to adhere to any conditions attached to the issuance of that track inspection certificate. WCMA will make full details of any track inspection available to the permit applicant.

6.2.h. If any of the conditions attached to the track inspection certificate are not met fines may be imposed or the event may be cancelled by the steward.

6.2.i. In the case of a temporary racetrack, the event permit may be issued contingent on a satisfactory inspection of the racetrack prior to the start of the event by WCMA. All permit applications for events to be held on temporary circuits require a detailed site plan to be submitted, along with the other requirements.

6.2.j. The applicant will supply a complete and detailed entry list to the steward prior to the start of the event with a final update no later than thirty (30) minutes after the closing of registration.

6.2.k. The applicant will supply a complete set of event results to WCMA and to event competitors within fourteen (14) days of the completion of the event. This includes reports from electronic timing systems.

6.2.l. Failure to comply may result in penalties.

6.3. Minimum Requirements to Be Met

6.3.a. An organizer shall have the following minimum requirements in effect at all times a track session is in progress. Activities shall be halted by the steward unless the minimum are met and maintained.

6.3.a.i. At least one WCMA appointed steward must be present at each WCMA sanctioned event. A Clerk of the Course, a Scrutineer and a Timekeeper must also be present.

6.3.a.ii. BLS/paramedic personnel with life-support training and equipment.

6.3.b. The organizer shall be responsible for providing the equipment necessary to ensure the accurate timing and scoring of the event and the timely publishing of such data.

6.3.c. The organizer should provide, or make available, certified scales with a total capacity of at least 4,000 pounds. Such scales shall be the official event scales and the only scales that shall be used and shall be ready for use at an area set aside for technical inspection, at the commencement of the scheduled technical inspection period and shall remain available during the entire schedule of an event. The only car weights allowed to be used for official purposes shall be those recorded by WCMA scrutineers.

6.4. Race Track License

6.4.a. An event permit will only be issued for a track that has been certified by WCMA, ASN or FIA or in cases where an event is held outside of Canada, for a track that has been certified by that country's ASN or designate.

6.4.b. In the case of temporary racetracks, an event permit may be issued contingent on a satisfactory inspection of the racetrack immediately prior to the start of the event by WCMA.

6.5. Insurance Requirements

6.5.a. WCMA requires that all events be insured for liability and participant accident in coverage and amounts established by WCMA. The minimum insurance requirements for any event sanctioned by WCMA will be found in Section 7.4 Required Indemnifications

6.6. Postponement/Cancellation

6.6.a. If the event is to be cancelled or postponed for any reason, WCMA or its representative at their address must first be informed of the reasons for cancellation or postponement. Once cancellation is approved, all entry fees and other admission costs paid to the applicant or its agents by competitors/entrants will be fully refunded immediately or may be carried forward to the next event if requested by the competitor/entrant. If the event is cancelled or postponed by reason of force majeure the event permit and any entry fees may be carried forward to an alternate date subject to that date being approved by WCMA. If a competitor is unable to attend the future event arising from these circumstances then their entry fees and any other admission costs will be fully refunded immediately.

6.6.b. If an event is cancelled prior to its commencement, the organizer will make reasonable efforts to inform all entrants, but neither the organizer, their series promoter or WCMA shall accept any responsibility for any matters arising from the cancellation. Entry fees shall be returned to those not offered any opportunity to use the marked race track.

6.7. Credentials for WCMA Officials

6.7.a. Organizers, as a condition of the granting of a WCMA organizing permit, shall recognize WCMA officials and their assistants. Vehicles, equipment and competition observers (maximum one (1) per designated flag station) and shall be provided credentials and passes necessary to perform their functions.

6.7.b. Organizers shall assure access by WCMA officials to the race control centre during the running of the event.

6.8. Credentials for Entrants

6.8.a. Organizers as a condition of the granting of a WCMA organizing permit agree to make available the following minimum credentials for each car entered;

6.8.a.i. One (1) pass for the entrant (if the driver is not the entrant).

6.8.a.ii. One (1) pass per driver entered.

6.8.a.iii. Two (2) crew member passes (five crew passes if refueling is required).

6.8.a.iv. One (1) race car pass.

6.8.a.v. One (1) service vehicle pass.

6.9. Notice on Official Documents

6.9.a. All event supplementary regulations, programs, entry forms and results relating to any WCMA competition should bear in a conspicuous manner the logo of WCMA as well as the following announcement: "Sanctioned by WCMA".

7. EVENT SUPPLEMENTARY REGULATIONS

7.1. Content of Event Supplementary Regulations

7.1.a. Event organizers are responsible for preparing and publishing event supplementary regulations that need not repeat WCMA Sporting Regulations and Race Technical Regulations and the ASN sporting code, however, under no circumstance may they conflict with the above.

7.1.b. Event supplementary regulations, once approved by WCMA, cannot be changed prior to the start of an event unless approved by the steward.

7.1.c. The event supplementary regulations contain, as a minimum, the following:

- 7.1.c.i. The name, place and dates of the proposed competition(s).
- 7.1.c.ii. The name, address, telephone number, and e-mail address of the promoters and/or organizers.
- 7.1.c.iii. An announcement, accompanied by the WCMA logo; "Sanctioned by WCMA".
- 7.1.c.iv. A full description of the proposed competition including length and direction of the course and categories of cars eligible to compete.
- 7.1.c.v. The names of the event officials and their contact information.
- 7.1.c.vi. The dates and times of the schedule of activities.
- 7.1.c.vii. The dates of opening and closing of entries and how and where they shall be made and the penalty for a late entry, if applicable, and the conditions under which entries may be refused.
- 7.1.c.viii. The amount of the entry fee, the passes provided and the cost of additional passes to the entrants.
- 7.1.c.ix. The times and dates fixed for personnel registration and technical inspection of race cars.
- 7.1.c.x. The location of the official notice board.
- 7.1.c.xi. A complete and thorough explanation of grid and starting procedures for both qualifying and races must be included.
- 7.1.c.xii. Any local conditions specific to the racetrack, such as noise regulations or paddock restrictions should be in the Event Supplementary Regulations.

7.1.d. Entry forms contain, as a minimum, the following:

- 7.1.d.i. Space for the full names and addresses of the entrant, driver(s) and crew members and the next of kin with telephone number, to be notified in case of emergency.
- 7.1.d.ii. Space for the signature of the entrant and driver(s).
- 7.1.d.iii. The following statement: "If an entrant, driver or crew member is under the legal age of majority, this form must be countersigned by the appropriate parent or legal guardian".

7.1.e. Indemnity and/or declaration as prescribed in Section 7.4 Required Indemnifications and signed by a person under the age of majority shall be countersigned by that person's parent or legal guardian whose full name and address must also be given. Space shall be provided for this purpose. In addition, Minor's Assumption of Risk Acknowledgement Waiver, shall be signed by the competitor and by the competitor's parent or legal guardian.

7.2. Minimum Age of Participation

7.2.a. Any person not holding authorized credentials issued by the organizer and all persons under sixteen (16) years old are not permitted to enter the hot pit area or any other areas which provide less protection than provided for the general public.
7.2.a.i. Except junior license holders where the minimum age is fifteen (15) years.

7.2.b. Working crew members' minimum age is sixteen (16) years.

7.3. Number of Starters

7.3.a. Only the WCMA shall determine the maximum number of cars permitted to be started simultaneously on the race track.
7.3.b. A race track is measured along the centre line of the marked track.

7.4. Required Indemnifications

7.4.a. It is a condition of any insurance policy, whether WCMA's insurance policy or otherwise, that waivers in the form specified by WCMA be signed by all persons who participate in an event or who are permitted to enter areas normally closed to the public and/or paying spectators. An annual waiver meets this requirement.

7.4.b. Only printed waiver forms supplied by WCMA, current as of the year of the event, are permitted. The waiver forms can be downloaded from the WCMA or Stoneridge Insurance. Should an incident occur, the waiver forms from the event are to be forwarded to the office of Stoneridge Insurance along with the incident report. Otherwise, organizing clubs are responsible for the safe storage of waivers for a period of seven years from the date the event was held, and must make them available to Stoneridge Insurance, WCMA, or a related insurer on request.

7.4.c. Every entrant shall sign the following declaration before being permitted to take part in any competition. Such a declaration must be part of the entry form for the event: "I have read and familiarized myself with the WCMA regulations and the event supplementary regulations and agree to abide by and be bound by them. I further agree to ensure that the driver nominated by me and all crew members and guests are similarly familiarized with all regulations and agree to abide and be bound by them. The entrant in signing this entry form and agreement and in consideration of the right to enter and compete in the event agrees to participate in the event and accept all risks. The entrant further agrees that the entrant, the driver and all crew members and guests shall each execute a release agreement prior to their admission to the event."

7.4.d. Indemnity and/or declaration as prescribed in Section 7.4 Required Indemnifications which is signed by a person under the age of majority shall be countersigned by that person's parent or legal guardian whose full name and address shall be given. Spaces shall be provided by the organizer on the entry form or on a separate form, for this purpose.

7.4.e. It is hereby recognized by these regulations that the indemnities, declaration and undertaking given in Section 7.4 Required Indemnifications may be subject to laws, statutes and regulations of the various provinces of Canada. Organizers may therefore amend the wording but not in principle, the indemnities, declaration and undertaking. Any such amendment of these forms must have prior approval in writing from WCMA.

7.5. Falsification of Entry

7.5.a. An entry containing a false or incorrect statement shall be null and void and the entrant may be deemed in a breach of these regulations and the entry fee shall be forfeited.

7.6. Race Starter's Equipment

7.6.a. The following equipment should be available to the starter for events:
- 7.6.a.i. Direct voice communications with the clerk of the course.
- 7.6.a.ii. A complete set of signaling flags according to these regulations.
- 7.6.a.iii. A large flip-type signaling board to display race car numbers concurrently with specific flag signals.
- 7.6.a.iv. A method of sounding an audible signal capable of being heard by those on the starting grid.
- 7.6.a.v. If required, a set of starting lights for standing start races installed according to these regulations.
- 7.6.a.vi. A set of white information boards 2 feet by 3 feet with the following wording in large black letters.
- 7.6.a.vii. 5 MINUTES
- 7.6.a.viii. ALL
- 7.6.a.ix. LAST LAP

7.7. Flags and Signals

7.7.a. Only the flags specified in these regulations are to be used during competitions.

7.7.b. The starter shall display to the race leader a "Last Lap" board indicating the driver has started the last lap and it shall be displayed to each successive car during that lap.

7.8. Timing, Scoring, Results

7.8.a. For all races, the timing and scoring will not commence until the starting signal is first given by the starter.

7.8.b. The organizer will provide to the steward the following information:
- 7.8.b.i. The start and finish time for each track session.
- 7.8.b.ii. A lap chart and race results for all races within thirty (30) minutes of the end of each race.
- 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.
- 7.8.b.iv. In the event of failure of a timing mechanism, the steward shall decide the method by which cars are classified. This decision is not subject to protest or appeal.
- 7.8.b.v. In the event that two or more competitors are unable to achieve any qualifying times, such competitors may be placed in order of arrival at pre-grid, behind those who have official times.
- 7.8.b.vi. In the event that a race is over-subscribed, the next fastest time will be gridded as reserves. One or more reserves may be allowed to start should any qualifier(s) fail to leave on the pace lap.

7.9. Race Length

7.9.a. The race length is determined by the organizer, however the scheduled race length may only be altered by the steward once the event has commenced. Decisions concerning the , alteration of a scheduled race length made by a steward are not subject to protest or appeal.

7.10. Race Winner

7.10.a. The display of the checkered flag means the race is finished.

7.10.b. The winner is the competitor that covers the scheduled distance of a race in the least time or the greater distance within the scheduled time for a race and at that point receives the checkered flag.

7.10.c. The checkered flag normally is to be displayed first to the winner completing the scheduled distance or time of the race and then to the other finishers as they cross the finish line.

7.10.d. Should the checkered flag be displayed before the scheduled distance or time has been completed, the official number of laps or time shall be as at the time the checkered flag is first displayed.

7.10.e. Should the checkered flag be displayed after the scheduled distance or time has been completed, the official number of laps or time shall be the scheduled laps or time and any laps in excess shall not be counted.

7.11. Dead Heats

7.11.a. In the case of two or more cars crossing the finish line at the same time with no perceptible portion of one car ahead of the other, it shall be declared a dead heat and the competitors shall share equally the higher finishing position concerned.

7.11.b. The official finishing position of the competitors in a dead heat shall be listed as being the same in the results and the next position shall not be awarded. The championship points for each of the competitors involved in a dead head shall be the average of the points involved.

7.12. Overall Race Finishers

7.12.a. In order to be classified a race finisher, a car must have completed a minimum of one half of the total number of laps completed by the class winner of the race. Only those laps completed at the time of receiving the checkered flag or the end of the race will be counted. Cars that fail to complete one half of the total number of laps completed by the class winner shall be classified as failing to have finished the race with a designation of "Did Not Finish" (DNF) in the official results.

7.12.b. Finishing positions shall be determined according to the number of laps completed regardless of whether or not a car is running at the display of the checkered flag.

7.12.c. Cars completing the same number of laps shall be ranked according to the time taken to complete those laps. Cars moving on the track at the time the checkered flag is first displayed must pass the checkered flag under their own power within three (3) minutes following the first display of the checkered flag in order to be credited with the lap.

7.12.d. Drivers having received a checkered flag must slow down and exit the track, not again passing the finish line, unless directed to do so by the race officials. Unauthorized passing of the finish line will result in a penalty that is not subject to protest or appeal.

7.13. Class Finishers (Endurance Races)

7.13.a. In a race with more than one (1) class, in order to be classified as a race finisher and to receive championship points, competitors in each class are required to complete no less than fifty percent (50%) of the laps completed by the class winner.

7.13.b. When calculating the number of laps required to be a race finisher, the laps calculated are rounded upwards to the next whole lap. Cars completing the same number of laps shall be ranked according to the overall time taken to complete the completed laps.

7.13.c. Cars moving on the track at the time the checkered flag is first displayed must pass the checkered flag under their own power within three (3) minutes of the first display of the checkered flag in order to be credited with the lap. After the three (3) minute time limit, timing and scoring shall cease to score any more laps.

7.14. Crossing the Start/Finish Line

7.14.a. A car crosses the start/finish line when any portion of the car first intercepts the vertical plane of the start/finish line.

7.15. Noise Level of Race Cars

7.15.a. Where event supplementary regulations require the organizer to limit the sound emission , levels, the organizer alone is responsible to determine the sound emissions from cars.

7.15.b. When regulations require the fitting of sound limiting devices to the exhaust system of cars, competitors will install and maintain the devices in place and functioning at all times during the competition.

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.d. A back-up car must display its own registered racing number with the number suffixed with an "S" that is one half (1/2) the size of the racing number.

7.16.e. A driver is permitted to change cars during a practice session.

7.16.f. A driver is not permitted to change cars during a qualifying session.

7.16.g. Should two (2) or more qualifying sessions be made available to competitors, a driver having qualified more than one (1) car shall, within thirty (30) minutes of the close of the final qualifying session, inform the steward or clerk of the course which car will be raced and the clerk shall cause the starting grid to be adjusted accordingly.

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.

7.16.i. Failure to inform the clerk of the course will result in the faster of the two (2) qualifying cars being assigned a grid position. Such an assignment by the clerk of the course is not subject to protest.

7.17. Withdrawal of Entry

7.17.a. Except where regulations provide otherwise, an entry may be withdrawn without penalty if a notice of withdrawal is received in writing or e-mail by the organizer (including by courier, telegram or facsimile) not less than seventy-two (72) hours prior to the commencement of an event. In such cases the organizer shall return the entire entry fee (less any transaction fee charged by the registration provider).

7.17.b. An entrant or driver accepted to take part in a competition and who withdraws other than in the above manner or who does not take part in the competition shall forfeit all entry fees.

7.18. Event Schedule

7.18.a. An event schedule shall contain the following:

7.18.a.i. Date of event

7.18.a.ii. Times and location of registration

7.18.a.iii. Times and location of scrutineering

7.18.a.iv. Times for each practice, warm up, qualifying and race session

7.18.a.v. Number of laps for each race session or total time allowed for each race session

7.18.a.vi. Use of proper series names for all sessions

7.18.a.vii. Times and location of any mandatory driver briefing.

8. CONDUCT OF RACE EVENTS

8.1. Grouping of Car Classes

8.1.a. Races may be consolidated into open wheel and closed wheel groupings. Sports racing cars entered as Sport Racing Cars (SR) may only be grouped with open wheel cars. Sport racing cars entered in Super Touring or Super Unlimited will run with the appropriate closed wheel group.

8.2. Instructions to Competitors / Mandatory Driver Briefings/Meeting

8.2.a. A mandatory drivers meeting will be held at each event before the start of competition

8.2.a.i. Prior to the competition, the clerk and steward shall consult together to form the agenda on the meeting. The agenda will include, but not be limited to: Introduction of officials, instructions to the competitors, track updates, schedule updates, safety concerns, and other social announcements pertaining to the event. The agenda is to be approved by the steward.

8.2.a.ii. This meeting will be chaired by the clerk or designate.

8.2.b. Extra driver briefings may be called by the steward or clerk at any time during the event to address extraordinary circumstances during the event. All competitors shall attend, or with permission from the stewards, send a representative to the meeting in their place.

8.2.c. At mandatory driver briefing a roll call may be taken, any driver not present in person may be assessed a penalty which is not subject to protest or appeal.

8.2.d. A representative may be appointed to attend a driver briefing only in cases where the driver is unavailable because of competing in a different race or associated track session at the time of a mandatory driver briefing.

8.3. Qualifying For a Race

8.3.a. A driver is only permitted to start an on track session in a properly registered car that has passed all technical inspections.

8.3.b. In the case of timed qualifying, ties in qualifying times between competitors will be broken by taking the next fastest time for each competitor until the tie is broken.

8.3.c. In the case of timed qualifying, drivers who do not achieve a qualifying time may be permitted to start in the last positions on the starting grid only after receiving permission from the steward and provided the maximum number of starters is not exceeded.

8.3.d. A driver may not drive another driver's car in a qualifying session or a race unless prior approval has been received from the steward. The penalty for violating this regulation is exclusion of both drivers from the session. No protest or appeal is allowed for penalties applied in this regard.

8.4. Starting Positions

8.4.a. Unless specified otherwise in these regulations or the event supplementary regulations or series regulations, competitors will be positioned on the starting grid in the order of their qualifying times.

8.4.b. The pole position is determined as follows:

8.4.b.i. When the first turn after the start is to the right, the pole position is on the right.

8.4.b.ii. When the first turn after the start is to the left, the pole position is on the left.

8.4.c. After the cars have left pre-grid for their starting positions on the real grid, assigned starting positions must be maintained.

8.4.d. Cars having departed pre-grid to take a position on the real grid and that are unable to maintain their position for any reason, or are unable to respond promptly to the starter's instructions, must abandon their starting position when so instructed.

8.4.e. If at any time a driver on the real grid is unable to respond to the starter's instructions, the driver shall stay in the car and attempt to signal by raising both arms in the air, or in the case of a closed car by raising one arm out the driver's window, or by any other means possible.

8.5. Layout of Starting Grids

8.5.a. Rolling start grids are formed on the basis of:

8.5.a.i. Two (2) parallel lines.

8.5.a.ii. Two (2) car widths separating the parallel lines.

8.5.a.iii. One (1) car length separating the rows.

8.5.b. Standing start grids are formed on the basis of:

8.5.b.i. Two (2) parallel lines, staggered by row with a minimum of one (1) car width of stagger.

8.5.b.ii. Three (3) car widths separating the parallel lines.

8.5.b.iii. A minimum of two (2) cars lengths separating the rows.

8.6. To Be Considered a Race Starter

8.6.a. To be considered a race starter, a qualified car/driver must enter the race before the display of the checkered flag. Cars that do not comply with this regulation shall be classified as "Did Not Start" (DNS).

8.6.b. Cars are not permitted to enter the track after the checkered flag is displayed.

8.6.c. To be considered a race starter the racecar must have appeared on the track and crossed the start/finish line after the green flag has dropped and before the checkered flag has fallen. The hot pits are to be considered part of the track. The driver may push the racecar across the start/finish line but may not be assisted by anyone else.

8.7. Racing Commences At the Green Flag

8.7.a. A driver may only commence racing when the green flag (or green light), is first shown by the starter and not until the signal is able to be seen by the driver.

8.7.b. During rolling starts where because of the layout of the starting area all drivers may not be able to see the green flag when it is first displayed, the steward may instruct that a second green flag be positioned to "echo" the starter's flag.

8.7.c. Any driver leaving the formation of the grid, and/or passing or attempting to pass before seeing the green flag, or green light, will be considered to be jumping the start and shall be subject to penalty. Such penalties are not subject to protest or appeal.

8.8. Use of a Pace Car

8.8.a. If a pace car is used, a suitable pace car will be provided by the organizers, staffed, on stand-by and ready for dispatch at a designated location at all times during all track sessions.

8.8.b. If a pace car is used, the pace car will be equipped with;

8.8.b.i. A radio for two way communication with the clerk of the course.

8.8.b.ii. Flashing lights, or alternatively must display a yellow flag.

8.8.c. The driver of the pace car shall be approved by the clerk of the course. The passenger, if any, shall be a knowledgeable senior race official, likewise approved by the clerk of the course.

8.8.d. The clerk of the course may order the dispatch of a pace car if deemed necessary for safety reasons to slow down and close up the race cars.

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.

8.8.f. The race cars behind the pace car must not pass the pace car unless indicated to do so by the official in the pace car.

8.8.g. All cars must maintain a single line behind the pace car.

8.8.h. Prior to the restart, the pace car shall extinguish its lights and/or withdraw its yellow flag, to advise the drivers of its imminent withdrawal from the race track. It will then pull off the race track preceding the display of the green flag at the start/finish line.

8.8.i. There shall be no passing until the starter has displayed the green flag.

8.9. Stopping/Restarting a Race

8.9.a. Other than for safety reasons, the clerk of the course shall consult with the steward as to whether or not a race is to be stopped. The steward will determine whether a race will be restarted.

8.9.b. The restarting of a race provides for the following cases.

8.9.b.i. CASE A: If less than two (2) laps have been completed by the lead car there will be a new race as if the race had never started and the cars will start from their original positions on the grid.

8.9.b.ii. CASE B: Should a race be stopped before completion of thirty percent (30%) of the scheduled race length and cannot be restarted, the race will be deemed to be cancelled as if it had not been run. Should the race be rescheduled at a later time or date, the cars will start from their original positions on the grid.

8.9.b.iii. CASE C: If more than thirty percent (30%) but less than sixty percent (60%) of the scheduled race length has been completed, the race will not be considered complete. Should the race be restarted, either at a later time or date, it will be restarted in single file in the order of the last completely scored lap.

8.9.b.iv. CASE D: If more than sixty percent (60%) of the scheduled race length has been completed, the race may be considered complete and the results will be based on the last completely scored lap. If the race can be restarted, it will be restarted in single file in the order of the last completely scored lap.

8.10. Effect of Stopping a Race

8.10.a. Entry fees shall not be returned.

8.10.b. Points shall be awarded on the following basis:

Racing Completed	Points awarded
0 to 2 laps, if cancelled	0%
2 laps to 30%, if cancelled	0%
31% to 60%, if not complete	50%
61% to 100%	100%

8.11. Rescheduling Of a Competition

8.11.a. The organizer will attempt to reschedule a cancelled or incomplete race. Should it not be possible to reschedule an incomplete race it shall be considered completed and points shall be awards as indicated in Section 8.10

8.11.b. Only those cars running or in the pits and able to run at the time of the stoppage of the cancelled race will be allowed to start a rescheduled race.

8.11.c. A new race will not have a qualifying session and the starting grid shall be exactly that of the cancelled race.

8.11.d. There shall be no entry fee for the new or restarted race.

8.12. Impound Procedures

8.12.a. At the conclusion of any track session, the steward may select cars for inspection and the competitors involved will without delay take the selected cars directly to the impound area and turn them over to the scrutineer.

8.12.b. At the conclusion of a race, all cars are deemed to be impounded and must remain in the exact condition in which they left the race track until released by the steward or a designate.

8.12.c. It is incumbent on the entrant/driver to determine whether or not their car has been selected for inspection by reporting immediately to the impound area for inspection or released by the scrutineer or a designate.

8.12.d. Failure to present the car promptly at the impound area when requested may result in a fine and/or exclusion from the results of a qualifying session or race. Any such penalty is not subject to protest or appeal.

8.12.e. One entrant representative must attend each car at the impound area.

8.12.f. In addition to the vehicle and its components, anything mounted on or in a car may be impounded by the steward.

8.12.g. The entrant/driver is responsible for all costs, if any, associated with the teardown, inspection and rebuilding of any component(s) selected for eligibility verification by the steward.

8.12.h. A qualifying position or a race finishing position and any points and other awards available to a competitor that is subjected to eligibility verification, shall be withheld until the results of any inspection are determined.

8.12.i. The entrant/driver is responsible for assuring that the car is returned to proper operating condition after any impound or inspection by scrutineers. Protests will not be allowed in this regard.

8.13. Rain Race Procedure/Slick Tires

8.13.a. If the clerk of the course declares it to be a wet race, all cars on dry tires will be allowed ten (10) minutes to change only to wheels upon which wet tires are already mounted.

8.13.b. No other work may be performed on production based cars; however open wheel cars may make whatever chassis adjustments, but not component replacements, that can be completed within the ten (10) minute period.

8.13.c. If the clerk of the course declares the race to be a wet race, drivers intending to start on dry tires may be prohibited from doing so, or may be black flagged after the start if deemed too hazardous for the conditions.

8.13.d. When the race starts as a wet race, any subsequent changes to other tires are at the driver's discretion.

8.13.e. If a race is started in the dry and it starts to rain on all or part of the course prior to completion of sixty (60) percent of the scheduled race length, the clerk of the course is empowered to use the procedures listed above. If a race is restarted, fifteen (15) minutes shall be allowed for changing to wheels with rain tires already mounted.

9. FLAG SIGNALS

9.1. Green Flag

9.1.a. Used by the starter to start all track sessions and by corner marshals to indicate that the track is clear. Some races may be started by using a light system.

9.2. Yellow Flag

9.2.a. Any yellow flag is a signal of danger of any nature at or beyond the station displaying the flag.

9.2.b. Motionless: Take care, danger, slow down. No passing from the flag until past the emergency area. Note: A driver may encounter several yellow flags before reaching the emergency area. The requirements are the same, slow down, no passing.

9.2.c. Waved: Great danger, slow down, be prepared to stop. No passing from the yellow flag until completely past the emergency area(s). Note: At an emergency area, there may be multiple cars involved in an incident. It is the driver's responsibility to not pass until fully past the emergency area(s).

9.2.d. Double Waived Yellow. Extreme danger, slow down, no passing, be prepared to stop if necessary. Denotes extreme danger with either complete or partial blockage of the track. This signifies the highest level of danger that can be displayed from the flag station without authorization from race control.

9.2.e. Full Course Yellow: Great danger, slow down, no passing, be prepared to get into single file behind the pace car. Full course yellows are indicated by the display of two stationary yellow flags together, held vertically.

9.2.f. Two Stations Working Together: When one station is displaying a single waved flag, the preceding station may be displaying a single stationary/standing flag. When one station is displaying double waved flags, the preceding station may be displaying double stationery/standing flags. The purpose of this procedure is to advise drivers of upcoming situations around the race course.

9.3. Red Flag at Start/Finish and At All Posts

9.3.a. Should a decision be made to stop any track session, including a race, because of an accident or an incident, a red flag will be waved at the start/finish line and simultaneously each corner post will wave a red flag.

9.3.b. It is the responsibility of all drivers to stop as soon as it is safe to do so in a controlled manner at or as near the edge of the running surface as possible. Turn off engine. Drivers will remain in their cars and await instruction from a race official before proceeding.

9.3.c. If instructed to go to the pit lane, cars entering the pits must stay in single file in the pit lane away from the working area. If during a race session, no work or service shall be performed on any cars except under the direction of the steward.

9.4. Black Flag With "All" Displayed

9.4.a. Informs the driver that a track session has been halted. Drivers shall slow down immediately, no passing and proceed to the pits.

9.4.b. Cars entering the pits must remain in single file and stop in the pit lane away from the working area. If during a qualifying or race session, no work or service shall be performed on any cars until after the track has been reopened, except under the direction of the steward.

9.5. Blue Flag

9.5.a. Motionless: Another competitor is following very closely.
9.5.b. Waved: A faster competitor is trying to overtake.

9.6. Yellow Flag with Red Stripes

9.6.a. Advise the drivers to take care. Used to indicate a slippery surface such as the presence of oil, water and/or debris on the racing surface.

9.7. White Flag

9.7.a. Motionless: Informs drivers that a vehicle traveling at a much slower speed than the competing cars is on the track. The slow moving vehicle might be an ambulance, service vehicle or slow moving race car.
9.7.b. Waved: This flag is used to indicate that there is a much slower vehicle on the section of the track controlled by that flag station.

9.8. Diagonal Black And White Flag with Car Number Displayed

9.8.a. Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending. Flag will only be shown once to any competitor as a warning. Any subsequent infractions will be dealt with using the black flag.

9.9. Black Flag with Car Number Displayed

9.9.a. Informs the driver to complete the current lap and stop for consultation in pit lane or at a location previously designated by the steward.

9.10. Black Flag with an Orange Disk with Car Number Displayed

9.10.a. Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop in pit lane for consultation at a location previously designated by the steward.

9.11. Checkered Flag

9.11.a. Used by the starter to cease all track sessions. The first driver to receive this flag during a race is in most cases the winner. Racing must stop and all drivers must slow down, complete one more lap and return to the paddock or other designated area.

10. PADDOCK SAFETY

10.1. General

10.1.a. Parents and/or guardians will be responsible for the safety of children in the paddock area.

10.1.b. Team vehicles of any kind are to be driven in a safe manner at all times when at the race facility and no vehicle shall be driven faster than 15 kph in the paddock.

10.1.c. No person shall ride in or on a car or other vehicle in an unsafe manner.

10.1.d. When a car is being refueled or a device is being used that could precipitate a fire, such as a welding system, a crew member shall stand by with a fire extinguisher.

10.1.e. Animals in the paddock must be restrained.

10.1.f. The regulations in this section and any penalties applied are not subject to protest or appeal.

11. COMPETITOR CONDUCT ON THE RACE TRACK

11.1. General

11.1.a. Engines must be started by means of an on-board starter using an on-board power supply, with or without a supplementary power supply.

11.1.b. It is not permitted to drive a race car, at any time, in the opposite direction of race traffic without the permission of the clerk of the course. Infraction of the regulation may mean immediate exclusion.

11.1.c. If a driver is forced to stop on the track it is the driver's responsibility to place the car as far as possible off the traveled portion of the track to cause the least obstruction to other competitors and preferably on the side of the track least used by race traffic.

11.1.d. The driver of a stalled car should raise one or both arms to indicate that the car will not move until the track is clear.

11.1.e. Cars shall not be driven under power of the on-board starting device while on the race track in order to maintain or improve a race position. Using the on-board starter to move a car to a safe location is permitted.

11.1.f. Push starts are permitted in the pre-grid area. They are also permitted in the pits with the approval of the pit marshal.

11.1.g. No vehicle is permitted on the marked race track at any time during an event without permission from the clerk of the course.

11.2. Conduct during Race Starts

11.2.a. Entrants, drivers or crew members who demonstrate a lack of compliance with race starting procedures are subject to penalty.

11.2.b. A false start shall be deemed to occur when a driver at any time under starter's orders, unless instructed by an official, moves from the prescribed position, forward, backwards, or sideways in relation to the field before the display of the green flag, or green light, indicating the start of a race.

11.2.c. The following violations are subject to either a stop-and-go penalty after the start or restart of a race, or a one (1) lap penalty at the end of the race:

11.2.c.i. Attempting to make or making a false start.

11.2.c.ii. Passing a pace car without being instructed to do so by the pace car official.

11.2.d. Penalties applied under this regulation are not subject to protest or appeal.

11.3. Conduct on the Race Track

11.3.a. Drivers shall drive in a manner compatible with general safety respecting at all times the right of competitors to space on the marked race track.

11.3.b. It is the responsibility of all drivers to avoid physical contact between cars on the race track.

11.3.c. Only the marked race track surface and any curbing may be used by drivers during any track session.

11.3.d. Corners or curves, as well as the entry and exit zones thereof may be negotiated by drivers as they wish, within the limits of the marked race track.

11.3.e. Drivers shall follow the marked race track during a competition and shall not gain an advantage from an off course excursion.

11.3.f. Any driver who has left the marked track with all four (4) wheels must respond so as to regain control of the car, stop if necessary, and without driving against the direction of the race track, rejoin the track at the nearest point to that where the exit occurred, compatible with safety and obeying the direction of the corner marshals in the area.

11.3.g. A driver who goes off the marked race track, in the presence of corner marshals or not, and attempts to return to the track and in doing shall not gain an advantage or causes a disadvantage to another competitor.

- 11.3.g.i. This may include pass attempts that were completed, but the overtaking driver went four-wheels-off on the exit, and it was deemed to be an otherwise "ill-fated" pass

11.3.h. It is the responsibility of the driver reentering the course to yield and stay off the racing line until back up to traffic speed. In the case of reentering the track in the middle of the pack, during a full course yellow, the driver will yield and stay off the line until they match the speed of the traffic, in which case they shall merge in. While drivers may pass a reentering vehicle under full course yellow or a vehicle that is getting up to speed under full course yellow, they must not impede the reentering vehicle while attempting to merge at traffic speeds.

11.3.i. Drivers shall not drive on the course in the direction opposite to the normal traffic flow, unless;

- 11.3.i.i. They must do so for a short distance, in an extreme emergency and only for the sole purposes of getting out of harm's way, or
- 11.3.i.ii. When ordered to do so by a Course Official.

11.3.j. Stopping on course is expressly prohibited unless it is an emergency event. “Stopping” includes abrupt and/or unexpected slowing to a near stop.
- 11.3.j.i. Stopping to help a disabled car is prohibited.
- 11.3.j.ii. An emergency, for the purposes of this section, is defined as only those events concerning medical problems, mechanical failure, onboard fire, or damage from an incident that renders the vehicle unfit to continue
- 11.3.j.iii. Anytime a driver is forced to stop in an emergency; the first concern should be to place the car in an area where it will not cause danger to the other drivers. When stopping off course, the driver should be careful not to stop on dry grass areas where fire can be a hazard.
  - 11.3.j.iii.1. Whenever safe to do so a driver should remain in their vehicle, with belts tight and all safety gear on until directed by an official that is ok to exit their vehicle, only then a driver alone may;
    - 11.3.j.iii.1.1. Make repairs if the vehicle is in a safe area, such as behind a wall or flag stand.
    - 11.3.j.iii.1.2. Repair the car on the course and may walk to and from the pits to obtain parts and equipment under the direction of the corner marshals. The driver must not receive any physical assistance. This does not preclude assistance by corner marshals for safety reasons.
  - 11.3.j.iii.2. The crew may come to the aid of a disabled car only with the approval of the Clerk of the Course.

11.3.k. The repetition of serious mistakes or the appearance of a lack of control over the car (i.e. leaving the marked race track) may entail exclusion or other penalty of the driver involved.

11.3.l. Any driver deemed to displaying rough, careless, and/or irresponsible driving may be penalized

11.3.m. Drivers are obligated to heed the flag signals displayed around the track. Failure to respond to a flag signal is serious violation of these regulations and is subject to penalty which is not subject to protest or appeal.

11.3.n. The clerk of the course or steward may, during any practice, qualifying or race session, order any car removed from the race track which, in their opinion, constitutes a hazard to other competitors because of insufficient speed, fluid spilling, or any other reason. Such action is not subject to protest or appeal.

11.3.o. All major body components shall remain in the normal position throughout the competition. Loss of bodywork may result in a car being black flagged on instruction from the clerk of the course or steward.

11.3.p. Before entering the pits from the track, the driver should signal by raising an arm.

11.3.q. A driver may not improve a race position by entering or traversing through the pits, regardless of whether or not a stop is made.

11.4. Conduct on the Race Track for Vintage

11.4.a. All rules also apply to drivers in vintage classes however, there is an even higher expectation that drivers to avoid physical contact between cars and barriers on the race track. As such in vintage classes there are no “racing incidents” and one or more drivers will be held responsible for any contact, and penalties for infractions related to on course conduct and passing will be severe.

11.5. Contact Policy. The following policy will be implemented for 2024 and reviewed at the end of the season for potential modifications.

11.5.a **Further to 11.3.b, if any contact is made between cars on the race track, mandatory reporting is necessary. Competitors must report any contact to the stewards in the pits and submit a report using the designated form to the stewards within 30 minutes of the end of their track session. This contact policy includes all forms of door-to-door racing, including paved, ice and loose surface racing. Penalties applied may include time penalties, position penalties or monetary penalties.**

- **For Endurance events, all parties involved in significant contact must report to the steward in the designated pit area immediately (within 2 laps of the contact), penalties will be applied based on the severity of the incident. Additional penalties will be issued for repeat incidents.**

- **For Sprint classes, all parties involved in any contact must report to the steward in the designated pit area immediately following the session and submit a report using the designated form within 30 minutes of the end of their track session. For insignificant incidental contact the stewards MAY waive contact penalties. For significant contact where damage is visible, there will be a MANDATORY MINIMUM one place penalty applied to BOTH competitors race result. Additional penalties may be applied after statements from all parties involved are reviewed.**

- **For Vintage classes, all parties involved in the contact must report to the steward in the designated pit area immediately (within 2 laps of the contact), penalties will be applied based on the severity of the incident.**

11.6. Passing on the Race Track

11.6.a. General rules

11.6.a.i. Racing room is defined as at one car width.

11.6.b. Responsibility

11.6.b.i. The responsibility for the decision to pass another car rests with the overtaking driver. However this will not relieve the overtaken driver from the responsibility for the safe passing of another car.

11.6.b.ii. Both drivers in a passing maneuver shall give each other adequate racing room. Failure to yield racing room by either driver may result in a penalty at the discretion of the Steward.

11.6.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.

11.6.b.iv. The penalty inflicted for drivers who obstruct part of the track and may range from monetary fine to exclusion. The same penalty shall be applied to drivers who swerve from one side of the track to the other side of the track in order to prevent other competitors from overtaking.

11.6.c. Right to the Line

11.6.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 their line when the overtaking driver has their front wheel next to the driver at the turn in point.

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

11.6.c.iii. Once the lead car loses the right to choose the line that driver cannot "squeeze" another vehicle off of a straight away claiming the "one car width"

11.6.c.iv. A driver may choose to protect their line so long as it is not considered blocking.

11.6.d. Blocking

11.6.d.i. Blocking is defined as two (2) consecutive line changes to "protect their line," and in doing so, impedes the vehicle that is trying pass with each of the two (2) consecutive movements

11.6.e. Lapped Drivers

11.6.e.i. A lapped Driver is any driver who is 95% of a lap or more behind the driver trailing them.

11.6.e.i.1. Any lapped driver being overtaken should point to the side on which an overtaking driver should pass.

11.6.e.i.2. Any lapped driver appearing to ignore the blue flag, may be given the black flag.

11.6.e.ii. Systematic or repeat offences may result in exclusion of the offending driver.

12. RULES OF THE PITS

12.1. General

12.1.a. At the start of any race, the pit lane must be absolutely clear.

12.1.b. All crew members working in the pit area must be clean and fully clothed at all times during any track session. Shirts, long pants and closed-toe footwear are mandatory.

12.1.c. Crew members shall not sit on the pit wall during any track session.

12.1.d. A maximum of two (2) people per car shall be permitted access to a designated location for the purpose of signaling during any track session. Signalers may not be at the signaling area until after the start of the race.

12.1.e. Before entering the pits from the race track, a driver shall signal by raising an arm clear of the car's body work.

12.1.f. Should a pit lane bound driver overshoot the car's pit location, the car must stop and be pushed back to its pit by hand, or else continue for another lap.

12.1.g. No car shall be driven backwards under its own power in pit lane at any time, for any reason.

12.1.h. No car may be pushed back to its pit under conditions that would constitute a hazard.

12.1.i. Cars shall enter and exit the race track only from the pit area.

12.1.j. Disabled cars shall be removed to the paddock during any track session, if possible.

12.1.k. During a qualifying or race session, if a car is to be taken from the pits to the paddock, it may only return to the session after receiving approval from the steward. Failure to comply will render the car ineligible to return to the session.

12.1.l. Smoking is not permitted at any time in the pits.

12.1.m. Animals of any kind are not permitted in the pits or on the marked race track.

12.1.n. The maximum speed allowed in pit lane is 50 kph. Those competitors who exceed a safe speed for the condition of the pit lane are subject to exclusion. This regulation is not subject to protest or appeal.

12.2. Pit Stops

12.2.a. Should a car stop at its pit at any time during qualifying or race sessions, work or service on the car is permitted as follows:

12.2.a.i. Any crew member in the working pit is deemed to be working on the car except the person in charge of the fire extinguisher provided such person does not touch the car.

12.2.a.ii. No more than five (5) people, including the driver, even if the driver remains in the car, shall touch the car, or in any other way whatsoever provide assistance.

12.2.a.iii. In the case of a driver change, such as during endurance events, a driver being replaced may assist the replacing driver to prepare for driving but may not work on the car in any other way. Should a driver participate in the servicing of the car in any way, the rule of five (5) people applies.

12.2.a.iv. Only one (1) jack can be used during a pit stop.

12.2.a.v. The addition of any fluids to a car during a race is prohibited, excepting during endurance races.

12.2.a.vi. No work shall be performed under a car if jacked up unless jack stands are in position at all times.

12.2.a.vii. Providing a proper pit wall facility is provided, then one (1) jack, tools, service equipment and wheels/tires may be placed over the pit wall into the servicing pit during the lap on which the car is pitting and must be placed back behind the pit wall immediately after the car's departure. All electrical generators and air compressors must be equipped with spark arrestors. They cannot be placed in the working pit lane. They must be located as far away from fuel containers as possible. The steward may alter this regulation as required.

12.2.b. It is the responsibility of the crew to notify the pit marshals immediately of any liquid spills and to assist in their clean up.

12.3. No Refueling In Pit Lane

12.3.a. Excepting endurance races or where refueling is permitted, refueling in the pit lane is prohibited during any track session unless authorized by the steward.

12.4. Other Devices in the Pits

12.4.a. Compressed gas cylinders must have a protective structure around their gauges and valves when in the working pit area.

12.4.b. No tools which may by their use readily cause flame, sparks or a high temperature are permitted in the pit area.

12.5. Exiting the Pits

12.5.a. Drivers entering the race track from the pit lane shall first receive permission to do so from the pit exit official (or obey the pit exit lights if used) and be prepared to slow significantly, or stop if requested.

12.5.b. Notwithstanding having received permission to enter the track from the pits, drivers shall keep to the side of the track from which they are entering and must satisfy themselves that the track is clear of oncoming cars before entering the main path of race traffic and shall yield the right of way to oncoming race traffic and not interfere with the path of other cars. Penalties applied for the violation of this regulation are not subject to protest or appeal.

13. RACE CARS GENERAL

13.1. General Safety Matters

13.1.a. Unless otherwise stated and/or varied in these regulations, all cars shall comply with the WCMA regulations and other event supplementary regulations regarding car safety equipment.

13.1.b. Failure to pass scrutineering is not grounds for a refund of entry fees.

13.2. Technical and Safety Inspection

13.2.a. The responsibility to ensure that the car and driver's equipment comply with all regulations and is safe, rests solely and at all times with the entrant and driver. The very act of presenting a car for any technical inspection is deemed to be recognition of this regulation.

13.2.b. Any inspection of a car is not a guarantee of the safety or class legality of the car.

13.2.c. All cars in all classes shall be inspected before the car enters the track for the first practice session of every event. A sticker shall be issued to each car passing technical inspection and should be placed on the upper right hand corner of the windshield on production based cars or production based cars without windshields on the right hand side as high as possible on the vertical member of the roll bar and on the right front upper suspension arm of open wheel cars.

13.2.d. Cars may be re-inspected at any time at the discretion of the steward, clerk of the course or scrutineer.

13.2.e. Decisions of the scrutineer regarding safety matters are final and not subject to protest or appeal.

13.2.f. Race vehicles may be required, at any time, to undergo an inspection at the request of the clerk of the course to ensure the race vehicle is within the class specifications. The inspection may include any or all of the class specifications, as well as any safety items.

13.2.g. All items subject to inspection by the scrutineers must be presented together at one time during the scrutineering periods shown in the schedule of the event.

13.2.h. Items to be presented at scrutineering include the following:

- 13.2.h.i. documentary evidence of having completed registration for the event (i.e. a properly issued technical inspection form)
- 13.2.h.ii. competitor's safety equipment
- 13.2.h.iii. The race vehicle in race-ready condition. Scrutineers will not attend to any race vehicle in or on a trailer or attached to a tow vehicle. All dunnage and gear must be out of the race vehicle and the race vehicle must be neat and clean. Class markings, competition numbers and the required decals must be affixed as specified.
- 13.2.h.iv. WCMA or other sanctioning body Vehicle Logbook.

13.3. Decals and Advertising

13.3.a. WCMA decals as supplied by WCMA must be placed on all cars, one (1) on each side.

13.3.b. Advertising and symbols displayed on a car must be in good taste and not interfere with racing numbers or other required markings.

13.4. Appearance of Cars

13.4.a. The body condition, paint work and signage (decaling) of a car shall remain intact at all times. Cars will not be permitted to compete in a competition with damage from a previous competition that has not been repaired in a workmanlike manner.

13.4.b. Reasonable efforts must be made to restore the appearance of a car damaged during an event prior to the start of a race.

13.4.c. A car that is visually unacceptable, in the opinion of the steward in consultation with the clerk of the course will not be permitted to start a race. A claim for return of entry fees, or any protest or appeal against any action taken by the steward under this regulation is not allowed.

13.5. Vehicle Logbook

13.5.a. A WCMA vehicle logbook will be issued by the scrutineer who must complete the required car information in the front of the logbook. Only one logbook shall be issued for each car (other than by way of extension or replacement). Possession of two (2) or more WCMA logbooks for one (1) car shall be deemed a breach of these regulations.

13.5.b. The vehicle logbook must be presented by all competitors at all WCMA competitions. Failure to present a vehicle logbook at the time of technical inspection may result in a penalty.

13.5.c. Entrants/drivers who do not have a logbook available shall not delay the inspection of cars that have logbooks available and shall arrange with the scrutineer for an appropriate time for inspection of their car prior to being accepted for competition.

13.5.d. During technical inspection, deviation from technical regulations for which a waiver is granted by the steward, will be noted in the logbook. The terms of such waivers must be noted in the logbook and must be complied with by the competitor.

13.5.e. If a car is damaged during an event, the details shall be noted in the logbook by the scrutineer.

13.5.f. ASN, SCCA, ICSCC, and IMSA vehicle log books will be accepted where applicable.

13.5.g. Vehicle logbooks that are not picked up prior to leaving the race facility will not necessarily be retained. It is the entrant’s responsibility to retrieve log books from the steward of the event before leaving.

13.6. Measurement of Cars/Components

13.6.a. When a car or components thereof is subjected to an eligibility inspection, all values; shapes, dimensions, materials, weights, electrical values, torque values, etc. shall be measured "as is".

13.6.b. When repairs to a car's components are permitted by the class regulations, only the least wear limit, where the manufacturer's official manual, supplements and amendments thereto specify a range of wear limits are permitted. Protests or appeals will not be allowed regarding penalties arising from violations of this regulation.

13.7. Race Car Weights

13.7.a. A car must weigh no less than the minimum weight set forth in the class regulations at all times during an event, regardless of the amount of fluids on board and must be in conformity with these regulations and be equipped with all required car safety equipment at the time of any official weighing.

13.7.b. Unless specified otherwise by the class regulations, only the overall weight, as determined by the class regulations, shall be referenced.

13.7.c. A tolerance of one percent (1%) below the class regulations specified total weight may be allowed. This tolerance includes the scale tolerance. The weight of the car determined by the official scales is deemed the official weight.

13.7.c.i. This tolerance shall not be allowed more than once per event

13.7.d. Cars that are underweight are subject to loss of points as per 20.9.b and may be subject to disqualification under 18.13 from any or all previous sessions.

13.8. Engine Fuel to Be Used

13.8.a. Fuel used in a racing vehicle must comply with current federal legislation concerning the use of motor fuels in racing applications. Note that the use of aviation gasoline and all leaded fuels in vehicles registered for road use is prohibited by federal law.

13.8.b. The fuel used must be based on or patterned after commercially available pump gasoline, commercially available gasoline/alcohol blends (including M85 and E85), commercially available diesel fuel or commercially available racing gasoline. Any fuel blend must contain at least fifteen (15) percent medium chain (7 or 8 carbons) aliphatic or aromatic hydrocarbon compounds and must burn with a visible flame. The addition of benzene or hydrazine is prohibited. The addition of other ketones, alcohols, or aromatic compounds is permitted. The addition of compounds containing nitrogen is prohibited.

13.8.c. Fuel samples may be taken by the scrutineers at any time and laboratory analysis may be performed. The findings of any analysis permitted are final and not subject to protest or appeal and any penalties arising from such analysis are not subject to protest or appeal.

13.8.d. During refueling, no person(s) shall be under the car.

13.9. Race Tires

13.9.a. The class regulations may specify particular tires for use by competitors during competitions and in such cases these are the only tires permitted.

14. IN CAR CAMERAS/RADIOS

14.1. General

14.1.a. In car camera or video recording equipment is permitted provided the installation is approved by the scrutineer and subject to the provision that any photographic film or video recording made during the track session may be impounded by the steward.

14.1.b. Excepting the receiving of standard broadcast radio signals, it is prohibited that telemetric signals be transmitted from or received by any car during any official on track session unless prior express written consent is received from the steward in consultation with the clerk of the course.

14.1.c. Regulations may permit two way voice only radio communications.

14.1.d. Two way voice communication is permitted between the driver and crew. For further clarity, in car voice communication between drivers is not permitted.

14.1.e. Any radio communications used must not interfere with race control or any other race track emergency network. A team representative must inform the clerk of the course of the team's radio frequency.

14.1.f. All radio communications must comply with Industry Canada's regulations and guidelines.

14.2. Video Evidence

14.2.a. Any video evidence must be made available to the steward upon request.

15. SEALED COMPONENTS

15.1. General

15.1.a. Cars that are required to have components sealed, by wire, paint or any other means specified in the class regulations, shall at all times have such seals in place and undisturbed. It is at all times the competitor's responsibility to assure the presence and integrity of any seals.

15.1.b. Seals found to be missing, broken, altered or showing evidence of tampering by the scrutineers in any technical inspection subsequent to a qualifying session or a race may result in a car being assessed a fine and/or declared ineligible and may result in exclusion from the session or race.

15.1.c. When a sealed component requires repair or replacement, it is the competitor's responsibility to arrange with the scrutineer the appropriate inspections when the work is in progress and when a seal is being replaced. Penalties under this regulation are not subject to protest or appeal.

16. RACE CARS ON PUBLIC ROADS

16.1. Race Cars on Public Roads

16.1.a. It is at all times the competitor's responsibility to assure that race cars, when driven on public roads, comply with the laws of the land.

16.1.b. The competitor should check provincial legislation to ensure that any modifications performed on the vehicle are permitted for provincially licensed vehicles.

17. REFUELLING DURING ENDURANCE RACES

17.1. Refueling Procedure

17.1.a. Where race vehicles are being refueled during an endurance race in pit lane, the following must be adhered to:

17.1.b. The person operating the fuel nozzle must wear a one (1) or two (2) piece suit, socks, hood, gloves and shoes made of approved fire-resistant material, plus a full face helmet and face shield.

17.1.c. A fire safety person with a minimum of a ten (10) pound BC fire extinguisher must monitor the refueling operation at the car.

17.1.d. A pail holding at least three (3) gallons of water shall at all times be readily at hand for diluting fuel spills. Note: Do not throw water on a gasoline fire.

17.1.e. Spills resulting from the refueling must be diluted with water then cleaned up as directed by the pit lane marshals.

17.1.f. Repeated fuel spills or any fuel spill deemed excessive will be subject to a penalty.

18. WCMA OFFICIALS AND THEIR FUNCTIONS

18.1. Licensing Of Event Officials

18.1.a. WCMA will issue Officials Licenses

18.1.a.i. Officials Licenses will be issued at the discretion of the WMCA or their designate

18.1.a.ii. Will be valid until the end on the calendar year

18.1.b. Officials Licenses maybe revoked by the WMCA or their designate at anytime.

18.2. Authority of WCMA Officials

18.2.a. WCMA appoints stewards, to events that it has issued Organizing Permits for.

18.3. Licensed Event Officials

18.3.a. Certain officials at a sanctioned event must be licensed by WCMA as follows:

- Clerk of the Course
- Steward(s)

18.3.b. It is recommended that certain officials at a sanctioned event be licensed by WCMA as follows:

- Chief Timing & Scoring,
- Chief Scrutineer,
- Chief Course Marshall

18.4. Officials responsibilities

18.4.a. All individuals holding positions of responsibility within WCMA or Affiliated Clubs must adhere to the following guidelines to prevent conflict of interest.

18.4.b. Definitions:

18.4.b.i. Affiliated Club – an Association which meets the requirements of WCMA, in good standing with WCMA

18.4.b.ii. Multiple Roles – Persons who have WCMA-issued licenses or hold WCMA-appointed positions, who may be competing or acting as officials during WCMA-sanctioned events organized by an Affiliated Club, on behalf of the Affiliated Club.

18.4.b.iii. Anyone holding an elected, or otherwise, position within an Affiliated Club of WCMA cannot hold an equivalent position with WCMA. In kind, no person can hold an equivalent position within WCMA and a Member Club. For example, this means that a Member Club President cannot be WCMA President, nor can a Member Club Race Director be WCMA Race Director.

18.4.c. Multiple Roles are recognized, however, when a person holding a Multiple Role is acting on behalf of WCMA, they may not hold an equivalent position during the course of a WCMA-sanctioned event. For example, the WCMA Race Director cannot organize a Member Club race for which a WCMA permit has been applied for. As the WCMA Race Director approves permits, the WCMA Race Director would be approving their own application.

18.4.d. For persons to whom Multiple Roles applies, the person must clearly state at the beginning of the WCMA-sanctioned competition which role they are taking. For example, an Affiliated Club President who is also a WCMA-licensed Steward, must, at the beginning of a WCMA-sanctioned competition, state to all registered competitors that they are acting as WCMA Steward for that event. As another example, if the WCMA Race Director is acting as Chief Scrutineer at a WCMA-sanctioned competition, they must declare their position prior to the start of competition.

18.5. Clerk of the Course

18.5.a. The clerk of the course's duties commence with the opening of the entries and concludes when the final results are posted. The clerk of the course must be present throughout all sessions in order to carry out the specified duties. In the case of a meeting comprising several competitions, there may be a different clerk of the course for each competition.

18.5.b. The clerk of the course is responsible for the general conduct of the meeting in accordance with these regulations, organizing permit and schedule and in particular shall either directly or through delegation:

18.5.b.i. Ensure that all relevant regulations are complied with and that all the equipment needed to do so is at hand or in use as appropriate.

18.5.b.ii. Keep order in conjunction with such police authorities as have undertaken the policing of the meeting and who are specifically responsible for public safety.

18.5.b.iii. Ascertain whether all officials are at their posts and report the absence of any of them to the steward.

18.5.b.iv. Ensure that all officials are provided with the information necessary for carrying out their duties.

18.5.b.v. Make arrangements with the Chief Race Registrar to be satisfied that all drivers and entrants are in possession of the appropriate competition license and club membership card.

18.5.b.vi. See that any competitor who cannot produce any document necessary to prove their eligibility at a meeting may only be allowed to start with the agreement of the steward.

18.5.b.vii. Ensure that every accident or incident involving a competing vehicle is reported to the steward and scrutineer and that the event medical officer shall be informed if any competitor is injured.

18.5.b.viii. Ensure that no competing car or vehicle, which is to give a speed demonstration at a race or speed course shall, do so without the approval of the scrutineer and that the driver has signed the waiver of release.

18.5.b.ix. Control competitors and their vehicles and take appropriate action in regard to any competitor, driver or vehicle that may be considered to be ineligible.

18.5.b.x. Ensure that each vehicle and that, where appropriate, each competitor carries the proper credentials in accordance with the schedule.

18.5.b.xi. Report to the steward that the conditions of the permit and track license (where appropriate) have been fulfilled before the start of the event. Before making such a report the clerk of the course or a specified designate shall inspect the course and its installations.

18.5.b.xii. Convey to the steward any proposal to modify the schedule or any report that deals with the misbehaviour of, or breach of rule by, a competitor or driver.

18.5.b.xiii. Receive any protests from competitors or drivers and immediately transmit them to the steward.

18.5.b.xiv. Collect all reports from timing and scoring, scrutineering, pit observers and observers as may be necessary for the determination of the results.

18.5.b.xv. Ensure that the stewards have all necessary information to complete their reports.

18.5.b.xvi. Report to the steward any competitor reported for ignoring flag signals.

18.5.b.xvii. Report to the steward any driver reported by race officials for careless, reckless or dangerous driving during a session.

18.5.b.xviii. Request the steward to exclude from the results a competitor for an offence for which such a penalty is specified in these regulations.

18.5.b.xix. Make arrangements in conjunction with the event medical officer for medical checks in respect of drugs or alcohol to be carried out.

18.5.b.xx. Can request the black flag with orange circle (mechanical black flag) to be displayed to a competitor.

18.6. Starter

18.6.a. The starter operates directly under the supervision of the clerk of the course. All competing drivers are under the orders of the starter, from the time the cars are placed in their starting positions ready to start, until the competition is completed and all competing cars have left the course. It is the starter's responsibility to start the competition with the starting flag and end the competition with the checkered flag. The starter may also be required under the direction of the clerk of the course to display various other flags.

18.7. Steward

18.7.a. The steward have full authority for the enforcement of all regulations as stipulated in Section 1.5.a.

18.7.b. The steward is responsible for the general conduct of all sporting aspects of WCMA competitions at an event, ensures conformity with all provisions of these regulations and relevant event supplementary regulations, and in addition shall

18.7.b.i. Prevent an ineligible driver or car from participating.

18.7.b.ii. Prohibit from competition any driver or car considered dangerous.

18.7.b.iii. Exclude from the competition any entrant, driver, crew member or official found guilty of misbehavior, unfair practice or who refuses to obey the order of a race official.

18.7.b.iv. Authorize a change of driver or car.

18.7.b.v. Authorize a change in the program where such a change affects the race event.

18.7.b.vi. Authorize the alteration of composition or the consolidation of sessions.

18.7.b.vii. Authorize the modification of the race start procedures and/or start/finish line.

18.7.b.viii. Authorize amendments to the schedule for reasons of force majeure or safety including the postponement, abandonment or stoppage of a competition.

18.7.b.ix. Order the amendment of the results of a competition to take into account a time or distance penalty or the exclusion of a competitor.

18.7.b.x. Apply penalties for breaches of these regulations, the WCMA Technical Regulations and event supplementary regulations and any other instructions as outlined in Section 1.5.a.

18.7.b.xi. Apply penalties as necessary arising from protests, appeals and disciplinary hearings.

18.7.b.xii. Authorizes the use of the black flag.

18.7.b.xiii. Can request the black flag with orange circle (mechanical black flag) to be displayed to a competitor.

18.7.c. Provide a detailed Stewards Event Report to WCMA within 2 days on an appropriate form available from the Supervisor of Stewards for WCMA. One Steward will be designated as a Reporting Steward for each event. This person will be responsible for recording details of decisions and actions of the stewarding committee at the event. This report will include but not be limited to the following:

18.7.c.i. copies and details regarding any incidents, fines, penalties or

18.7.c.ii. Reprimands issued or assessed.

18.7.c.iii. Payments on any fines collected.

18.8. Scrutineer

18.8.a. Ensures the inspection of safety equipment and the inspection for eligibility of all cars prior to the first track session and at any other subsequent time.

18.8.b. Reports to the clerk of the course the results of pre-race inspections and any subsequent inspections.

18.8.c. Inspects any cars damaged during track sessions.

18.9. Judges of Fact

18.9.a. Judges of Fact may be appointed by the steward or the clerk of the course.

18.9.b. Starting judges shall point out to the steward any false starts immediately after they occur.

18.9.c. Finishing judges declare the order in which cars cross the start/finish line.

18.9.d. A protest may not be made against a decision of a judge of fact; however a mistake by a judge of fact may be corrected by that judge of fact with the concurrence of the steward.

18.10. Competition Observers

18.10.a. Observers may occupy posts around the race track assigned to them by the clerk of the course and/or steward for purposes of reporting incidents which occur on the section of track being observed. Corner marshals may also be designated as observers.

18.11. Timing and Scoring

18.11.a. At all competitions where competitors are timed there must be a chief of timing and scoring.

18.11.b. The principle duties of the chief of timing and scoring shall be:

- 18.11.b.i. Commence timing and scoring of competitions if so instructed by the clerk of the course. In the case of a handicap competition, where the handicap is applied at the start, the chief of timing and scoring is the deputy starter.
- 18.11.b.ii. In all qualifying and race events to use only such apparatus for timing as is approved by WCMA or in the case of attempts at records where it is necessary to take times within one thousandths of a second.
- 18.11.b.iii. To register such times as are appropriate having regard to the conditions of the competition or as required by the clerk of the course.
- 18.11.b.iv. To prepare and sign their reports relating to the timing which is their individual responsibility and to send them with all necessary supporting documents, in the case of a meeting to the clerk of the course and in the case of an attempt at record to WCMA.
- 18.11.b.v. To send on request their original time sheets, laps charts and results either to the steward or to WCMA.
- 18.11.b.vi. To communicate any times or results only to the steward and clerk of the course or in accordance with their instructions.

18.11.c. Timing and scoring must not accept responsibility for ensuring the course is clear and that it is safe to permit the next competitor to start. The clerk of the course will appoint an official whose duty it shall be to notify timing and scoring when the course is ready for the next competition and ensure that timing and scoring are prepared for the next session.

18.11.d. Timing and scoring shall be responsible to the organizing club for all the timekeeping arrangements for the event.

18.11.e. The chief of timing and scoring will be a judge of fact in respect of timing and scoring matters at race events.

19. VIOLATIONS OF REGULATIONS

19.1. Breach of Regulations

19.1.a. In addition to any other offences, the following offences shall be deemed to be a breach of these regulations:

19.1.a.i. Bribery or attempt to bribe anyone connected with the competition and the acceptance of or offer to accept a bribe.

19.1.a.ii. Any action, having as its objective to permit the competition of a person or car known to be ineligible.

19.1.a.iii. Any fraudulent proceeding or act prejudicial to the interest of WCMA or of motorsport in general.

19.1.a.iv. Refusing to cooperate with, interfering with or obstructing the action of a race official.

19.1.a.v. Abusing another competitor or race official.

19.1.a.vi. Unsportsmanlike conduct.

19.1.a.vii. Driving infractions as defined in these regulations.

19.2. Assessment of Penalties

19.2.a. Any promoter, organizer, official, entrant, driver or other person committing a breach of these regulations and those described in Section 1.5.a may be penalized.

19.3. Repeated Violations

19.3.a. Repeated breaches of these regulations are subject to an increase in severity of the penalty imposed for each subsequent occurrence.

19.3.b. In case of incidents that involve multiple violations, consecutive penalties may be imposed.

19.3.c. Combinations of penalties may be assessed.

20. PENALTIES

20.1. General

20.1.a. Any promoter, organizer, official, entrant, driver or other person committing a breach of these regulations and those described in Section 1.5.a may be penalized.

20.1.b. Penalties will be noted in the driver competition log book for future reference.

20.2. Reprimand

20.2.a. A reprimand may be imposed by the steward. A reprimand against a WCMA licensed driver shall be noted in the driver's license file as shall be any or all other penalties.

20.3. Time Penalty

20.3.a. Time penalties in seconds, or minutes and seconds, may be imposed by the steward or by appeal proceedings. "Stop-and-go" penalties and exclusion penalties shall be considered to be time penalties.

20.4. Distance Penalty

20.4.a. A penalty may be in the form of one (1) or more laps. Competitors may be penalized by the steward or as a result of appeal proceedings.

20.5. Monetary Fine

20.5.a. The steward will note the status of any fees paid or outstanding in the competitor's logbook and in the Stewards Event Report.

20.5.b. All fines shall be remitted to the steward before competing in the next event.

20.5.b.i. All payments will be forwarded to the WCMA office

20.5.c. Failure to honour a cheque payable to WCMA will result in suspension of the entrant's or driver's competition privileges until full payment of the fine, bank charges and an additional service charge of $50.00 has been paid.

20.6. Exclusion Penalty

20.6.a. Exclusion from participation may be imposed by the steward on a person or car at any time.

20.7. Amendment of Placing

20.7.a. In those cases where a penalty of exclusion is imposed, the steward or appeal proceedings shall declare the resulting amendment to the placing and awards shall decide whether the next competitor in order shall be advanced and awards presented consistent with the revised finishing order.

20.8. Loss of Event Awards

20.8.a. Any entrant or driver who is excluded from any session or competition shall automatically forfeit all rights to awards in that session or competition.

20.9. Loss of Points

20.9.a. Loss of points earned by a competitor in a race may be imposed by WCMA on the recommendation of the steward.

20.9.b. A vehicle that is underweight will result in the loss of points for that session. At discretion of the Steward, points earned in prior races in the event (i.e. the entire weekend) may also be lost.

20.10. Disciplinary Action

20.10.a. Participants who display a disregard or repeated disregard for these regulations or those other regulations as described in Section 1.5.a or who by their conduct display unsportsmanlike behavior are subject to disciplinary proceedings.

20.10.b. WCMA at its discretion may commence a disciplinary action at or after a competition. The results of a disciplinary action are final and any orders or penalties applied to a competitor are binding upon the parties.

20.11. Probation

20.11.a. Probation may be recommended by the steward or result from a disciplinary action or appeal proceedings;

20.11.b. WCMA will record any probation in a driver's file, and publish on the WCMA website. Failure to comply with the terms of probation shall be reason for further penalties. WCMA may review any probation before its expiration.

20.12. Suspension of Privileges

20.12.a. Suspension of competition privileges may be imposed by WCMA on the recommendation of the steward.

20.12.b. When a penalty of suspension is levied against a driver, WCMA will advise the driver in writing or by e-mail. The length of suspension will be included in the notice. After the period of suspension is over, a driver may reapply for their license, subject to these Regulations and any other conditions that may have been imposed as part of the suspension.

20.12.c. When a penalty of suspension is levied against a driver, WCMA will publish on the WCMA website.

20.13. Disqualification

20.13.a. A sentence of disqualification may be pronounced by WCMA.

20.13.b. A sentence of disqualification shall be pronounced for the violation of section 1.4.a.iii of these regulations.

20.14. Publication of Penalties

20.14.a. WCMA reserves the right to publicize a notice that it has penalized any person or organization and to state the reasons therefore. The persons or body referred to in the notice shall not have right of action against WCMA, or its race official or against any person publishing or printing such notice, and may incur further penalties if such action is taken.

21. PROTESTS

21.1. The Right of Protest

21.1.a. The right to protest lies solely with entrant and drivers who may consider themselves aggrieved by any decision, act or omission of a promoter, organizer, official, entrant, driver or any other person connected with any competition in which they are taking part, except that there shall be no right to protest against refusal of an entry, nor where otherwise expressly prohibited by these regulations.

21.1.b. The onus is at all times on the entrant or driver, as the protestor, to establish the exact terms of the protest.

21.1.c. The right to protest shall be predicated only on a protest being well founded. The steward shall review the submitted protest and deem them well founded or not.

21.1.d. A well founded protest is defined as being reasonable, logical, based on relevant facts and supported by relevant evidence.

21.1.e. A fact is defined as something that can be proven and evidence is defined as that which supports fact, logic or reason.

21.1.f. Protests that are deficient in reason, logic, facts or evidence may be deemed as not well founded and may be denied by the steward and the protest fee retained.

21.1.g. conjecture and unsupported opinion may be considered vexatious.

21.1.h. Protests that are deemed not well founded may also be vexatious and may be denied. In such instances the protest fee shall be retained and further penalties may be applied.

21.1.i. Drivers must remain at a competition and be easily contacted until any protest period relating to their competition has elapsed. No substitute representation is permitted.

21.1.j. Participants involved in a dispute or protest shall remain at the race track for the protest period and for any reasonable period of time beyond as may be requested by the steward. Competitors who do not comply or cannot be easily contacted are subject to judicial proceedings and penalties being applied in their absence. In such cases where penalties are applied, the possibility of appeal is forfeited. Any penalty applied shall remain in force.

21.1.k. Nothing in these regulations shall affect or prejudice the right and duty of any race official to make such action as deemed proper in any circumstances, regardless of whether a protest has been lodged.

21.1.l. Decisions of any judge of fact are not subject to protest or appeal.

21.1.m. Decisions of the steward are not subject to protest, only to an appeal.

21.1.n. It is the protestor's responsibility to understand and comply with these protest procedures and no claim for misunderstanding of any kind will be accepted.

21.2. Time Limits for Protests

21.2.a. The steward may extend a time limit, but only for reasons of force majeure. Otherwise, for a protest to be considered, it must be lodged with the steward in accordance with the following time schedule.

21.2.b. When the alleged ineligibility of a car, or a component of a car is apparent:

21.2.b.i. Within thirty (30) minutes after the end of the track session in which the alleged infraction is observed.

21.2.b.ii. When the alleged ineligibility is not apparent, but it is alleged that the car is performing in a manner which suggests that it is ineligible:

21.2.b.iii. Within thirty (30) minutes after the end of the track session in which the infraction is alleged to have occurred, unless otherwise specified in series regulations.

21.2.b.iv. A protest against any occurrence or irregularity while a practice, qualifying or race session was in progress:

21.2.b.v. Within thirty (30) minutes of the end of the track session in which the infraction is alleged to have occurred.

21.2.b.vi. A protest concerning the results of a qualifying session: Within thirty (30) minutes of the posting of the results of the session.

21.2.b.vii. A protest concerning the provisional results of a race: Within thirty (30) minutes of the posting of the provisional results of a race.

21.2.b.viii. If a competitor wishes to submit video recording of an incident in support of a protest, it shall be surrendered in its original, unedited format to the steward, within thirty (30) minutes of the end of the session in which an incident is alleged to have occurred.

21.2.c. If a competitor wishes to submit video recording of an incident in defence of a protest, it shall be surrendered in its original, unedited format to the steward, within thirty (30) minutes of the notification of the protest to the competitor.

21.3. Video Evidence

21.3.a. Competitors submitting video recording shall provide at the same time the means to view the video (if requested) or the video recording shall not be allowed as evidence.

21.3.b. The steward reserves the right to preview the video recording and decide on its acceptance as evidence. This decision shall be final and binding on all parties for the purposes of a protest.

21.3.c. Should a video recording be considered as valid evidence the competitor and/or entrant involved shall be allowed to view the video only in the presence of the steward or a designate.

21.3.d. Once a video recording has been submitted as evidence it shall be impounded, whether accepted as evidence of not, until the time limit for giving notice of intention to appeal has passed and such notice has not been given.

21.3.e. In the event that a notice of intention to appeal is given, the video or a copy of the original created by a method approved by WCMA will be held by WCMA until the appeal hearing is conducted.

21.3.f. The steward shall have the final decision to accept the video and equipment to view same on. The steward may request the video to be presented on a larger colour screen. Decisions of the steward to accept the video evidences are final and not subject to protest or appeal.

21.4. Protest of a Race Car

21.4.a. Only entrants and drivers entered in an event may protest the eligibility of another car.

21.4.b. In such cases the protest shall clearly state the exact regulation(s) alleged to have been violated and shall additionally stipulate the component(s) that are to be inspected.

21.4.c. A specific part does not need to be specified in the protest if the protest is regarding power levels for cars classed in Performance or Sport Touring, but an explanation of why the vehicle is being protested is required

21.4.d. The protestor shall be required to post a cash bond with WCMA in the amount determined by the steward, which amount shall be sufficient to cover the costs of any dyno test, disassembly, inspection and reassembly by a qualified service technician. Such inspection shall be performed under the supervision of WCMA.

21.4.e. If a decision based on the inspection gives rise to an appeal by either party to the protest, the cash bond shall be retained until a final decision is made.

21.4.f. If the case is found not to conform to these regulations or those of the class regulations, the cash shall be returned to the protestor and all inspection costs shall be borne by the entrant and/or driver of the inspected cars.

21.4.g. If the car is found to be in conformity, the protestor will forfeit the cash bond to WCMA to cover the inspection costs involved. Any amount remaining after payment of costs will be returned to the protestor.

21.4.h. Failure of the entrant and/or driver of a protested car to allow inspection under the terms of this regulation shall result in immediate exclusion and other penalties.

21.4.i. A protest under this regulation may be reduced in scope by the protestor, but not added to, at the time the bond is set. Once a bond is posted, the stipulated inspections must be completed, except if entirely or partially withdrawn by the protestor before the inspection begins.

21.4.j. If a protest under this regulation is withdrawn completely by the protestor prior to the commencement of the inspection, the steward shall return the cash bond to the protestor less an amount to be determined by the steward, but in no case shall the retained amount be less than $50.00.

21.4.k. Frivolous and "nuisance" protests may result punitive action against the protesting party under 17.1.a.vi.

21.4.l. The protestor may apply to be anonymous, but still is required to meet all requirements in section 21.

21.5. Lodging a Protest

21.5.a. Every protest shall be made in writing, and:

- 21.5.a.i. Specify which part(s) of these regulations, class regulations or event supplementary regulations are considered to have been violated and by whom.
- 21.5.a.ii. Providing names of witnesses, if any.
- 21.5.a.iii. Providing video evidence, if involved.
- 21.5.a.iv. Signed by the entrant or driver making the protest.
- 21.5.a.v. Accompanied by a protest fee of $100.00 payable to WCMA.
- 21.5.a.vi. Delivered to the steward within the time limit specified within these regulations.

21.6. Hearing of a Protest

21.6.a. The steward shall hear all protests. All parties concerned shall be given notice of the time and location of the hearing.

21.6.b. The steward shall determine if a protest was submitted in full accordance with these regulations. Failure of the protestor to comply with all of these conditions shall result in the return of the protest without hearing and the retention of the protest fees by WCMA.

21.6.c. The onus is always on the protestor to properly present a protest and no claim based on lack of knowledge of these regulations, class regulations, or event supplementary regulations shall be allowed.

21.6.d. Protestors at a hearing shall themselves, or with the assistance of a designated translator if language difficulties exist, state their case in person and are entitled to call witnesses and shall be responsible for the prompt availability of any witnesses called.

21.6.e. Should a protestor designate a translator for purposes of stating or arguing a protest, the words of the translator shall be deemed to be those of the protestor.

21.6.f. In the absence, or undue delay in attendance, of any party to a protest, judgment may proceed by default.

21.7. Distribution of Awards

21.7.a. Excepting any post-race victory awards presentation which are unofficial, distribution of awards shall not commence until after the period for protests has elapsed.

21.7.b. When a protest which would affect distribution of awards has been lodged, distribution shall be withheld pending the decision of a protest or appeal hearing. During this time, the results of the competition shall be considered provisional.

21.8. Judgment from a Protest Hearing

21.8.a. All parties concerned shall be bound by the decision given, subject only to the appeal proceedings as provided in these regulations.

21.9. Protest Fees

21.9.a. The steward shall determine the disposition of all fees as follows:

21.9.a.i. In all cases a minimum of $20.00 of a protest fee will be retained by WCMA.

21.9.a.ii. If the protest is deemed to be not well founded, the entire fee will be retained by WCMA.

21.9.a.iii. If the protest is deemed vexatious, the protestor shall be deemed guilty of a breach of these regulations and shall forfeit the protest fee and may be further penalized for this breach.

21.10. Publication of Judgments

21.10.a. WCMA shall have the right to publish or cause to be published a judgment of a protest and to state the names of all parties involved. The persons or bodies referred to in such notice shall have no right of action against WCMA, or against anyone printing or publishing said notice.

22. APPEALS

22.1. Request for an Appeal

22.1.a. Except where excluded in these regulations, an entrant or driver may submit a request for an appeal of a decision that was rendered by the steward.

22.1.b. A request for an appeal does not mean the appeal will be allowed automatically.

22.1.c. Appeal proceedings of WCMA are designed to expedite sporting disputes in a timely and efficient manner and do not necessarily follow practices or formalities normally associated with those of the legal profession.

22.1.d. It is the appellant's responsibility to understand and comply with these appeal procedures and no claim for misunderstanding of any kind will be accepted.

22.2. Ground for Appeal Requests

22.2.a. The grounds for a request for an appeal are any of the following allegations:

22.2.a.i. The steward has dealt with the case using improper procedures.

22.2.a.ii. New substantial evidence and/or expert testimony relating to the case that could not have been readily available at the time of the application of the original decision by the steward.

22.2.b. An appeal will not be granted for a repeat presentation of the original protest.

22.3. Time Limit

22.3.a. Notice of the intention to submit a request for an appeal shall be given to the steward within one (1) hour of the verbal announcement of the steward's decision and shall be accompanied by a cheque payable to WCMA in the amount of $200.00.

22.3.b. A request for an appeal, signed by the appellant, must be submitted in an absolutely clear and legible form otherwise it may be denied without further action taken.

22.3.c. A request for an appeal must be submitted to the WCMA office where it must be received within seventy-two (72) hours after the submission to the steward of the notice of intention to submit a request for an appeal hearing.

22.3.d. A request for an appeal may be withdrawn with the agreement of WCMA. The appeal fee shall be returned to the appellant less a minimum of $60.00 to cover the costs.

22.4. Effect of Requesting an Appeal

22.4.a. Notice of request for an appeal shall not affect the validity of enforcement of any decision, penalty or sentence appealed against.

22.4.b. The steward, if notified of intention to submit a request for an appeal, may permit a competitor to continue to participate in a competition if the matter arises during the course of an event.

22.4.c. This decision itself is not appealable and in any event the steward shall order awards which may be affected by the outcome of the appeal to be withheld pending the outcome of a request for an appeal.

22.5. Required Submissions

22.5.a. A request for an appeal shall only be submitted to the Executive Steward in person, by mail, courier or email (to execsteward@wcma.ca).

22.5.b. A request for an appeal must contain sufficient information to allow WCMA to determine how a dispute will be managed and whether or not formal appeal proceedings will take place.

22.5.c. Failure of the appellant to provide sufficient information will result in the rejection of the appeal without a hearing and forfeiture of the appeal fee.

22.5.d. A request for an appeal shall specify in full:

22.5.d.i. The grounds for claiming that the steward acted improperly, clearly indicating which part(s) of any regulations are considered to have been enforced in a manner that was not fair or equitable to the appellant.

22.5.d.ii. A complete description of any new evidence and/or expert testimony and how it may affect the original protest decision.

22.5.d.iii. A list of witnesses that the appellant may wish to call, a description of their involvement in the incident in questions and the general nature of their testimony.

22.5.e. The request for an appeal shall bear the signature of the appellant or an authorized representative of the appellant accompanied by a letter authorizing the representative to act on behalf of the appellant and shall include the address to which communication should be sent with a telephone number and a fax phone number.

22.5.f. WCMA reserves the right to preview any video recording submitted and decide on its acceptance as evidence. This decision shall be final.

22.6. Decision to Grant an Appeal

22.6.a. WCMA alone will decide if a request for an appeal is well founded. Should an appeal not be granted, the appeal fee will be returned less a $20.00 administration fee.

22.6.b. WCMA reserves the right to settle any dispute that may be referred to in a request for an appeal without submitting the case to appeal proceedings.

22.6.c. Should WCMA deem that a request for an appeal is vexatious in nature, the entire appeal fee will be forfeit and further penalties may be applied.

22.6.d. Decisions made under this regulation shall be final and binding upon the appellant and not subject to further action.

22.7. Appeal Proceedings

22.7.a. An appeal may be handled administratively by WCMA without a formal hearing.

22.7.b. When a formal hearing is deemed necessary by WCMA, an appeal chairperson will be appointed by WCMA. The appeal chairperson will attempt to convene and hear the appeal no later than one (1) week after WCMA's decision to grant an appeal hearing.

22.7.c. Notice to the appellant indicating the time and place for the hearing will be given. It is incumbent upon the appellant to assemble any witness at the appointed place and time.

22.7.d. At a formal appeal hearing the appellant may present evidence and may call witnesses. The appellant may have counsel present with the permission of the appeal chairperson, but must always present their case personally.

22.7.e. An appellant may submit the case to the appeal chairperson entirely in writing without personal appearance.

22.7.f. The appeal chairperson may hear evidence and witnesses in any manner deemed by the appeal chairperson to be appropriate, relevant or necessary.

22.8. Provision for Expedited Appeal

22.8.a.WCMA may arrange at its discretion the alteration of the appeal process so as to provide an expedited appeal. An expedited appeal may be dealt with by WCMA immediately after a decision of the steward has been given and a notice of intention to submit a request for an appeal has been given to the steward by the appellant. The results of such an expedited appeal shall be final and binding on all parties.

22.9. Jurisdiction of Appeal Proceedings

22.9.a.WCMA appointees to appeal proceeding shall not participate or sit in judgment if they have taken part as competitors, officials, organizers, promoters or sponsors in the competition which involves the subject of the appeal or who have been directly involved in the matter under consideration.

22.10. Judgment of Appeal Proceedings

22.10.a. After considering the material deemed relevant to reach a decision, an appeal chairperson shall prepare a written judgment. An existing penalty may be nullified, mitigated, affirmed, increased or a different penalty imposed. A competition cannot be rerun nor an event schedule revised.

22.11. Judgment is Final

22.11.a. Appeal judgments constitute the final court of appeal to settle any dispute arising out of or in connection with a competition and no further action may be taken by the appellant.

22.12. Publication of Judgments

22.12.a. WCMA shall have the right to publish, or cause to be published, a judgment of an appeal and to state the names of all parties involved. The persons or bodies referred to in such a notice shall have no right of action against WCMA or against anyone printing or publishing said notice.

22.13. Conduct After Judgment

22.13.a. Any participant who, subsequent to an appeal judgment, discredits or attempts to discredit the judgment shall be subject to disciplinary action.

23. STARTING PROCEDURES

23.1. Rolling Start Procedures

23.1.a. The following is the procedure for all races using rolling starts.

23.1.a.i. Rolling starts should have at least one (1) pace lap

23.1.a.ii. The clerk of the course may instruct pre-grid to display a five (5) minute warning board to the field and a one (1) minute warning indicating that crew members and others must leave the grid area immediately. At the one (1) minute signal, the starter or pre-grid marshal shall take a position in front of the field of cars and shall give a signal to drivers to start their engines.

23.1.a.iii. Any drivers unable to respond shall so indicate immediately by raising an arm outside the confines of the bodywork.

23.1.a.iv. When satisfied that all cars are ready to proceed the starter or pre-grid marshal shall indicate to the clerk of the course that the field of cars is ready to start the pace laps.

23.1.a.v. The clerk of the course shall give the pace car the signal to proceed. The pace car should maintain a reasonable speed.

23.1.a.vi. The pace car shall pull off the track at the end of the first pace lap unless otherwise instructed.

23.1.a.vii. The pole sitting race car will assume the role of pacing the field and will pace the field at a slow and constant speed and in accordance with instructions that may be given by the clerk of the course.

23.1.b. With the exception of passing an obviously slowing or stopped car with a temporary or permanent problem, no passing on pace laps is permitted for any reason.

23.1.c. Drivers shall approach the start area in gridded formation, maintaining a car length of distance behind the car in front and two (2) car widths of distance beside the car.

23.1.d. The starter shall start the race, provided the formation of the cars is acceptable, by suddenly waving a green flag continuously until all cars have passed the start/finish line.

23.1.e. Cars unable to start the pace laps in their correct grid position may start from the pit lane after cars have taken the start and all cars have passed the pit exit and only when signaled to do so by the pit exit official.

23.2. Standing Starts

23.2.a. Should an Organizer wish to incorporate standing starts, the schedule must indicate which races will be started with a standing start.

23.2.b. Grids will be made up as per Section 8.4

23.3.

Starting Positions

23.3.a. Organizers must detail standing start procedures in their Event Supplementary Regulations

23.3.b. Standing starts may be signaled by either flags or lights

23.3.c. At no time during a period where the grid is under starter's orders may there be any crew, media or other individuals on the marked race track.

24. OVAL TRACK RACES

24.1. General

24.1.a. The organizer of an oval track race shall comply with these regulations excepting that the procedures for the control of on track sessions may be varied to suit the differing requirements of an oval event.

24.1.b. The organizer of an oval track race shall include detailed operating procedures for flag signals, practice procedures, qualifying procedures and race starting and restarting procedures in the proposed event supplementary regulations at the time of application to WCMA for an organizing permit.

24.1.c. Entrants and drivers shall abide by oval track event supplementary regulations.

24.1.d. Car specifications shall be maintained at oval track events.

24.1.e. Driver on track conduct principles contained within these regulations shall be maintained.

24.1.f. Protests or appeals during or after oval track competitions will not be allowed on the basis of misunderstanding by competitors of the differences between oval racing regulations and road racing regulations, including the difference in meaning between oval racing flag signals and road racing flag signals.

25. WCMA.ca Championships

25.1.a. Drivers holding a WCMA competition license or residents of the WCMA territory holding an ASN issued license are eligible to earn WCMA.ca Championship points.

25.1.b. These Championships are for summer race events only.

25.1.c. Championship classes are designated in the current year WCMA Technical Regulations - Race.

25.2. WCMA.ca Touring Car Championship (TCC) and Formula Car Championship (FCC)

25.2.a. Each province holding WCMA sanctioned races will have its own

25.2.a.i. WCMA.ca * Province* Touring Car Championship (TCC) – Hosted By *Organizing Club*, and

25.2.a.ii. WCMA.ca * Province* Formula Car Championship (FCC) – Hosted By *Organizing Club*.

25.2.b. Organization

25.2.b.i. Classes may be run individually or in groups.

25.2.c. Race Trophies

25.2.c.i. Hosting clubs may presented trophies for any races.

25.2.c.ii. Races in which trophies may be presented must be noted in the schedule and/or event supplement regulations.

25.2.d. Allocation of Points

25.2.d.i. Drivers/Teams (entries) will earn points based on each race finished, as outlined in Section 25.4, except as noted below

25.2.d.i.1. Once per meet the Hosting Club may run a “feature” race in which double points will be awarded.

25.2.d.i.2. Once per meet the Hosting Club may run a “special” in which no points will be awarded.

25.2.d.i.3. “Feature” and “special” races must be noted in the schedule and event supplement regulations.

25.2.e. Championship Trophies

25.2.e.i. Drivers/Teams (entries) must enter 50% of the races in the Championship to be considered a qualifying competitor and therefore be eligible for trophies.

25.2.e.ii. Trophies will be awarded as follows to the competitors with the highest points* total in a season in their class (*a tie breaker will apply in the case of equal points):

25.2.e.ii.1. Classes with 5 or more qualifying competitors – First, Second and Third.

25.2.e.ii.2. Classes with 4 qualifying competitors – First and Second.

25.2.e.ii.3. Classes with 3 or less qualifying competitors – First.

25.3. WCMA.ca Endurance Championship (EC).

25.3.a. Organization

25.3.a.i. A club hosting a WCMA sanctioned Racing event may identify a race(s) as WCMA.ca EC race.

25.3.a.i.1. WCMA.ca EC races must be scheduled for greater than 120 minutes.

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

25.3.a.i.3. Endurance Classes will be made available to any club holding WCMA.ca EC races and will be described in the event supplement regulations.

25.3.a.i.4. All Endurance Classes will be run in one group.

25.3.b. Race Trophies

25.3.b.i. Hosting clubs may present races trophies.

25.3.b.ii. Races in which trophies maybe present should be noted in the schedule and/or event supplement regulations.

25.3.c. Allocation of Points

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

25.3.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".

25.3.d. Championship Trophies

25.3.d.i. ~~Drivers/Teams (entry) must enter 50% of the races in the Championship to be considered a qualifying competitor and therefore be eligible for trophies~~.

25.3.d.ii. Trophies will be awarded as follows to the competitors with the highest points* total in a season in their class and overall. (*a tie breaker will apply in the case of equal points).

25.3.d.ii.1. Classes with 5 or more qualifying competitors – First, Second and Third.

25.3.d.ii.2. Classes with 4 qualifying competitors – First and Second.

25.3.d.ii.3. Classes with 3 or less qualifying competitors – First.

25.4. Allocation of Points for the WCMA.ca Championships

25.4.a. Points for each race will be awarded to Drivers/Teams based on finishing position (see 25.4.c) as follows:

25.4.a.i. Points in the WCMA.ca TCC or FCC will be awarded based class position.

25.4.a.ii. Points in the WCMA.ca EC will be awarded class and overall position.

25.4.a.iii. Points awarded will be as outlined below

25.4.a.iii.1. Except in the case of Double Points where the points awarded will be 2 times as outlined below

Finishing position	Points Awarded	Finishing position	Points Awarded	Finishing position	Points Awarded
1st	50	16th	25	31st	10
2nd	45	17th	24	32nd	9
3rd	41	18th	23	33rd	8
4th	38	19th	22	34th	7
5th	36	20th	21	35th	6
6th	35	21st	20	36th	5
7th	34	22nd	19	37th	4
8th	33	23rd	18	38th	3
9th	32	24th	17	39th	2
10th	31	25th	16	40th	1
11th	30	26th	15	41st +	1
12th	29	27th	14		
13th	28	28th	13		
14th	27	29th	12		
15th	26	30th	11		

25.4.b. Car Number

25.4.b.i. All points will be awarded to the WCMA registered car number. It is the competitors' responsibility to insure the correct car number is on the car when they are on the track. Scoring & timing will not change results after the fact because a driver raced with the wrong numbers.

25.4.c. Finishing Position

25.4.c.i. A Driver/Team (entry) must complete 50% of the racing laps of the class leader to be considered a finisher and therefor eligible for points.

25.4.c.ii. Finishing position will be inclusive of all penalties.

25.4.d. Tie Breaker

25.4.d.i. In the event that more than one driver/team (entry) has an equal number of total points at the end on the season, the superior individual race results will be used to break the tie. Starting with total number of wins, and continuing in descending order (as required), the driver/team with the greater number will be awarded the "tie breaker".

EXAMPLE 1
Driver1 has 7 wins. Driver2 has 5 wins.
Driver1 is champion.

EXAMPLE 2
Driver1 has 6 wins, 2 – 2nds and 1 – 3rd. Driver2 has 6 wins, 2 – 2nds and 2 – 3rd.
Driver2 is champion.

26. WCMA Race Travel Assistance Program

27.1 The WCMA will offer financial assistance to competitors who wish to travel between WCMA-sanctioned road race events.

26.1.a. Drivers shall declare their provincial, or home, track to WCMA prior to the start of the competition season. For clarity, Castrol Raceway, Nisku, Alberta, or Gimli Motorsport Park, Gimli, Manitoba, are the tracks which a driver may declare as a provincial track. Alberta residents shall declare Castrol Raceway as their provincial track, and Manitoba residents shall declare Gimli Motorsport Park as their home track. Residents of any other part of WCMA region may declare either track as their provincial track. Events held on temporary circuits will be considered as events held within the province; however, drivers cannot declare temporary circuits as their provincial, or home, track.

26.1.b. In order to be eligible for travel assistance, competitors must cross provincial borders outside of their declared home track.

26.1.c. The 2024 WCMA Travel Fund Program will be funded by WCMA in the amount of $225 to each competitor who qualifies.

26.1.d. All competitors who qualify will be paid equal amounts.

26.1.e. Payments under the WCMA Race Travel Assistance Program will only be made once per competition season, regardless of the number of events a competitor has attended that qualify under this program

26.1.f. Payment to qualified competitors will be made at the WCMA Annual General Meeting

26.1.g. Only WCMA licensed drivers are eligible for this program.

27. Awards

27.1. Annual Awards

27.1.a. Driver of the Year - This award may be given at the discretion of the WCMA to an individual who has either distinguished themselves within WCMA-sanctioned events, or to a current or former WCMA license holder who has achieved an outstanding level of national or international success.

27.1.b. Rookie of the Year - This award may be given at the discretion of the WCMA, to the individual who has distinguished themselves in their first full year of competition.

27.1.c. Sportsman of the Year - This award may be given at the discretion of the WCMA, to the individual who has best shown the principles of sportsmanship and fair play throughout the competition season.

27.1.d. Worker of the Year – This award may be given at the discretion of the WCMA, to an individual who has distinguished themselves as a volunteer professional race worker.

27.1.e. Soloist of the Year – This award may be given at the discretion of the WCMA to an individual who has either distinguished themselves within WCMA-sanctioned events, or to a current WCMA license holder who has achieved an outstanding level of national or international success.

27.1.f. The Terner Family Award – This award may be given at the discretion of the WCMA to an individual who has made an outstanding contribution with WCMA.

27.2. Nominations for Annual Awards

27.2.a. Any member of an Associate Member Club may make a nomination for any of the Awards

27.2.b. Any Associate Member Club may make a nomination for any of the Awards

27.2.c. Nominations must be emailed to president@wcma.ca and admin@wcma.ca before September 1st of each year.

27.2.d. Awards may be given at the discretion of the WCMA to an individual who was not nominated.

APPENDIX A. INSURANCE REQUIREMENTS

A.1. Insurance Requirements

A.1.a. Club General Liability Insurance – WCMA requires that all affiliated clubs be insured for General Liability, and Directors and Officers. This covers any and all club non-racing activities.

A.1.b. Speed or Event Insurance is mandatory for race events

A.1.c. Insurance for WCMA and its affiliated clubs is arranged through Stoneridge insurance, through their race insurance plan. Details are available from Stoneridge insurance website, or the WCMA website www.wcma.ca

A.2. Ice Race Event Insurance Exclusions

A.2.a. If insurance for the ice race event has been obtained through ASN Canada FIA Inc., the following exclusion is specifically in force:

A.2.a.i. "The insurance policy does not apply to bodily injury, property damage or public liability arising out of melting, breaking or collapsing of ice on which racing programs are staged."

A.2.a.ii. The above exact wording must appear on all entry forms and event permits for ice race events sanctioned by WCMA. Member clubs are recommended to post at least one (1) sign informing everyone entering the race site of this exclusion.