

Important Information Must Be Read

These are attached to and part of the Event Supplementary Regulations issued by the Alberta Race Car Association for 2025.

No Overnight Camping – Absolutely no overnight camping is permitted. There are some very nice campgrounds in Carstairs and Didsbury.

RMM Non-Member Access Policy – RMM has relaxed their rules considerably and a racer can attend all of the ARCA race dates plus still be allowed to run two (2) additional events at RMM over and above the ARCA races. The two-day (2) ARCA race dates count as one (1) day each.

Track Limits - This is a newer race track to all; there are wide paved run-off areas. Everyone will be trying new lines and stretching the limits of their cars and themselves. We encourage all competitors to re-familiarize yourself with WCMA's Sport Regulations, Section 11 and specifically 11.3.c. to 11.f —<https://www.wcma.ca/wp-content/uploads/WCMA-Sporting-Regulations-2023.pdf>.

Cars are required to stay within the defined white lines of the race track. (Curbs are part of the race track). Two (2) wheels over is acceptable, four (4) wheels over is not acceptable. Four (4) wheels over three (3) times in a session will receive a warning and any subsequent offenses will receive time penalties at a minimum of five (5) seconds for the first offence with an additional five (5) seconds per occurrence. As stated in Section 11, four (4) wheels over will be considered leaving the track surface and the competitor is responsible for a safe return to the racing surface. For qualifying any evidence of four (4) wheels over will result in the loss of those laps time. If so, warranted because of on track-action or incidents WCMA's officials have the right to make changes to these penalties at any time.

Oil Downs – ARCA will provide 2 bags of sweep for every oil down, any additional bags required will be billed to the competitor at \$50 per bag.

EVENT SUPPLEMENTARY REGULATIONS ENDURANCE RACES 2025

Organised By
Alberta Race Car Association (ARCA)



Sanctioned By
Western Canada Motorsport Association (WCMA)



Affiliated With
Sports Group Development ASN Canada (GDS)



Held At
Rocky Mountain Motorsports (RMM)



THE EVENT - These events are a program of automobile races sanctioned by the Western Canada Motorsport Association (WCMA) organised by the Alberta Race Car Association (ARCA) with the appreciated assistance of the Northern Alberta Sports Car Club (NASCC). These events shall be held at Rocky Mountain Motorsports (RMM). The dates of these events are as follows:

DATE	EVENT
June 7-8	Triple K Autobody Parc Ferme Endurance Race
October 4	Endurance Race

Each entrant and competitor must be familiar with these supplementary regulations, the series regulations, if any, and the WCMA sporting code and technical regulations. In the case of ambiguity or doubt as to the wording and/or intent of these supplementary regulations, the decision of the WCMA shall prevail.

All events shall be held on the 3.5-kilometre road course in a clockwise direction.

Insurance shall be as per the WCMA regulations.

Once the race starts there will be no refund, partial or full, of any entry fees.

1. DRIVER ELIGIBILITY

Competitors must have one of the following Licenses.

WCMA Endurance Race License

WCMA Basic Race License

WCMA Junior Novice Race License

WCMA Amateur Race License (or recognized equivalent)

New competitors must attend an endurance orientation session to qualify for a license that is usually held before each endurance event.

If you have questions regarding licensing, please contact racelicense@wcma.ca and we will help you through the license process.

2. VEHICLE ELIGIBILITY

Closed wheel race cars, prepared to following standard:

WCMA Technical Regulations <http://www.wcma.ca/new/racing/racing-forms/>

CACC, ICSCC, CASC, other ASN Canada Affiliated sanctioning bodies for automobile road racing.

NASA, SCCA sanctioning bodies for automobile racing.

Non-affiliated Chumpcar, Lemons and Lucky Dog are eligible, subject to inspection of safety equipment demonstrating superior or equivalent safety guidelines to the WCMA safety preparation regulations and to specifications outlined elsewhere in these supplemental regulations. At the discretion of the senior steward of the event and/or the event organizers reserve the right to deny entry to any car if technical inspection determines the car to be unsafe or disruptive to the event.

3. RACE GROUPS and CLASSING

EU= Lap times of 1:47.99 or less at RMM

E1= approximately fastest 33% of cars entered – Lap times of 1:48-1:53 at RMM

E2 = next fastest 33% of entered cars – Lap times of 1:53.01-1:55.999 at RMM

E3 = approximately bottom 33% of entered cars – Lap times of 1:56.01 and slower at RMM

On-track performance will be monitored. Any car going faster than their registered class for more than four laps will be moved into the next highest class. Warnings may be provided via race control, but teams are responsible to self monitor through measuring their lap times, or use of race monitor and similar resources.

E1 teams will have any subsequent offending laps deleted if they exceed their time bracket, or the option of switching to EU.

The classing decisions made by the race director or delegate will be final with no appeal process.

Entered class will be determined by the team captain. If a team captain needs help determining the entered class, please contact grcoleman@shaw.ca.

Every effort will be made by the race director/s to evenly balance the number of cars in each bracket class based on the lap time differences to provide as much competition as possible.

4. RACE DURATION

The race duration will be as listed in the event schedule. The duration of the full race will start when the green flag is displayed.

5. TIRES

All classes must run 180 treadwear (UTQG) or higher tires. This will be listed on the side wall of the tire. The upper edge of the tires must be covered by the fenders when viewed from above.

6. VEHICLE PREPARTION

Fire Suppression

A fire suppression system following the WCMA technical regulation section B is highly recommended.

Fuel Tanks/Cells

Fuel systems must meet the safety requirements of the WCMA Technical Regulations Section J. If a fuel cell is installed, the OEM tank, if applicable, must be removed. No vehicle may have more than two fuel OEM tanks or more than two fuel cells. No vehicle may be capable of carrying more than 24 US gallons (91L) of fuel at any given time. Fuel cells must conform to WCMA Technical Regulations.

A single external (to the fuel tank or fuel cell) container that fuel is stored in, or moves through, (e.g., swirl pots, vent cans, surge tanks, etc.) may be used with the following considerations:

1. The container shall not have a capacity greater than 1.9 liter (0.5 gallons).
2. The container must be constructed of aluminum or stainless steel, with threaded fittings to stainless steel braided fuel hoses.
3. It must be separated from the driver's compartment by a separate bulkhead.
4. Any container over 1.9 liters (0.5 gallons) is considered to be another fuel cell and subject to fuel cell requirements.

Maximum Noise Level

Race vehicles should not exceed 96 decibels (dB) measured at 50 feet from the marked surface of the race track at any point on the track.

Zero Tolerance for Leaks

You will have only one chance to repair any fuel leak. If a second instance of leakage, regardless of cause, your car may be removed from the race.

Headlights

All cars must be equipped with suitable headlights from sunset to sunrise.

Headlights may be OEM or aftermarket. There shall be no more than four (4) headlight sources.

All headlights must be installed with the base of the lens not higher than six inches (6") above the highest point of the stock front fender, and not further back than 2 inches behind the centerline of the front axle.

Headlights must be aimed properly, such that all light is directed at track level.

Cars not meeting these requirements, or with improperly aimed, or blinding lights shall be black flagged to add, repair, or adjust lights.

Conventional Bulbs:

No single light bulb or light source shall exceed 60W for H3 or H4 bulbs, or 35W for HID bulbs.

Bulbs must match the housing and lens that the housing was originally designed for.

No vehicle shall have mounted less than two (2) or more than four (4) headlights. A headlight is defined by the number of illuminating bulbs or sources – not by the housing.

Led Fixtures:

Cars equipped with LED head- or driving- lights shall be restricted to a maximum of 8,000 Lumens. Teams using LED lights must have documentation to prove Lumen data.

Combined Lighting Sources:

When using a combination of conventional bulbs and LED lights, the LEDs shall be limited to a maximum of 4,000 Lumens and no more than two lighting sources using conventional bulbs.

Brake, Rain and Tail Lights

All cars must have minimum of two (2) operational tail lights.

Tail lights shall be on whenever headlights are on, and on during rain or fog.

Tail lights may be OEM or aftermarket. Tail light illumination shall be as bright as 1034 or 1157 bulbs. Multi-filament and combination brake/ tail light assemblies are allowed.

Brake Lights: Each car must have at least two (2) working brake lights that are easily seen.

All damaged glass and/or plastic tail and brake light lenses are to be taped over with clear packaging or other strong clear tape. Do not use Scotch tape.

Accessory (Decorative) Lights

Accessory lights are not allowed on or inside any wheel assembly, they may not blink, and shall not appear to be like those on an emergency vehicle.

Accessory lights inside the cockpit and driver compartment should be kept to a minimum.

If the lighting is determined to be a nuisance to other drivers or race officials, the lights may be required to be removed or turned off.

7. PITS AND PADDOCK

Pits and paddock stalls will be assigned by the event organizer, unloading and loading must be done in an orderly fashion as instructed by the paddock marshals.

No item can be stored in hot pit lane.

No item can be stored on the wall between the hot and cold side of the pits.

Fuel containers must be stored on the cold side of the hot pit lane, at the west end of each team's pit lane spot.

45 to 55-gallon drums may be used on the "cold" side of the pit wall to re-fill approved 25 litre (or less) plastic fuel containers.

Open toed footwear is not allowed in the pits.

Nomex protective clothing or SFI / FIA rated driving suit must be worn when transferring fuel between containers.

All pumps used to transfer any fuel shall be mechanical pumps. A team shall not transfer fuel between containers while their car is in pit lane.

All compressed air bottles/gas cylinders, with a pressure in excess of 200 psi, shall have a protective structure around their gauges and valves.

All electrical generators and air compressors must be equipped with spark arrestors and must be located as far away from fuel containers as possible.

Smoking is not permitted at any time in the pits.

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

Required Equipment

Each team entered in the event is REQUIRED to have ready in their pit stall a minimum of one each:

Ten (10) pound dry chemical fire extinguisher having a minimum UL 60 BC or ABC rating.

Ten (10) pound bag of grease-sweep, kitty litter or other absorbent for oil leaks and/or fuel spillage in their fuel storage area. (Having a broom is a good idea too!)

A suitable gasoline and/or liquid catch pan. Gasoline catch pans must be manufactured of metal or sturdy, chemical-resistant plastic, with a minimum 3" depth, and hold a minimum of 1-gallon (4L of liquid). Catch pans hold be larger than 12" square or 12" in diameter and should not exceed 24" square or 24" in diameter. (Oil catch pans work well.)

DOT and/or widely available FUEL rated, twenty-five (25) litre or smaller plastic fuel jugs.

"Dry Break" systems are allowed for refueling.

Funnels are phased out for 2024: delivery must be by some form of tube or nozzle into the fuel tank.

There is no sharing of the aforementioned safety equipment between cars or teams. Any car not having the required equipment will not be allowed to start or continue racing until all safety equipment is present.

Working Beneath Any Vehicle

Anytime and anywhere a vehicle is elevated, such that any tire is not touching the ground to allow work beneath the vehicle, the vehicle MUST be supported by an appropriate jack-stand. A wooden block or equivalent should be used to spread the weight of jack stands.

Golf carts and other utility carts

Golf carts and other utility carts are allowed provided that:

All drivers are 16 years or older and carts are clearly identified with their corresponding car number. Unsafe driving or use of a golf cart or 4-wheeler may result in a penalty or even disqualification of the team associated with the cart, at the discretion of the senior steward. Any fuel transported in carts must be safely secured.

Hazardous Materials Spills

In the case of a spill of oil, gasoline or other “hazardous material” it must be cleaned-up and the area returned to its normal state. Fuel spills must be diluted with water before cleaning up. Any spill greater than one (1) liter requires a report be filed with the senior steward. Unattended fuel or oil spills are punishable by a 30-minute penalty.

8. PIT PROCEDURES

At the start of any race, the pit lane must be absolutely clear. All crew members working in the pit area must be clean and fully clothed at all times during any track session. Shirts and closed-toe footwear are mandatory in the cold side of pit lane, long pants or overalls of some form are required on the hot pit side. Crew members shall not sit on the pit walls during any track session.

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.

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

The maximum speed allowed in pit lane is 30 kph. Competitors that exceed a safe speed for the condition of the pit lane are subject to penalty and/or exclusion. This speed limit starts at the pylons placed roughly halfway down the pits.

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

Entering and Exiting the Pits

Before entering the pits from the track, the driver should signal by raising an arm out the window to signal their intent to other drivers. Drivers entering the race track from the pit lane shall first receive permission to do so from the pit exit official and be prepared to slow significantly, or stop if requested. 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, yielding the right of way to oncoming race traffic.

Pit Stops

Only one crew member is in pit lane (over the wall) until the car has come to a full and complete stop.

No crew members on the wall until the car has come to a full and complete stop.

No fuel jugs, tools, equipment wheels/tires are permitted on or over the pit wall until the car has come to a full and complete stop. All tools, equipment wheels/tires will be placed back behind the pit wall immediately after the car's departure.

Drums or other fuel carriers greater than 25 Liters are not allowed in the hot pit lane.

Service In Pit Lane

Work or service on the car is permitted in pit lane as follows:

Once the car has come to a complete stop within the designated hot pit stall for the team.

No work or other service is permitted on the car while fueling is in progress, except for driver exchange. Working on the car includes such actions as laying under the car, peering into any part of the car, touching any part of the car not associated with a driver exchange or fueling, attending to any mechanical condition of the vehicle, change, adding, removing or draining any “cool suit” cooler.

If a combined fueling and minor service stop, fueling should be undertaken first.

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

Repairs taking longer than 15 minutes must be done in the paddock.

A maximum of 4 (Four) people are allowed over the wall during fuelling, including the driver(s).

A maximum of 6 (Six) people are allowed over the wall when not fueling.

Shorts and opened toed shoes shall not be worn in the hot pit lane.

Refueling and Timed Pit Stops

Each pit stop where fuel is added shall be a timed pit stop. If no fuel is added then timed-stop rules do not apply.

The minimum for a timed pit stop is five (5) minutes. The time count starts when the vehicle has come to a complete stop in its pit stall. It is up to your team to ensure they comply with this rule.

Timing and scoring will also be monitoring lap times before and after pit stops for the required pit stop timing. Vehicles leaving early will receive a penalty, the first offense will result in a stop-and-go penalty, subsequent offenses will result in a minimum of a 1-minute stop- and-go penalty.

Transferring fuel between containers

A team shall not transfer fuel between containers while their car is in pit lane.

Re-fueling equipment

Teams are responsible for the operation and condition of their refueling and safety equipment. Re-Fueling equipment shall be presented at Technical Inspection for approval.

Jugs which do not seal properly, or do not vent properly, or are improperly maintained will be removed and banned from Pit Lane. Funnels that hold a significant amount of fuel are prohibited. Funnels are phased out for 2024: delivery must be by some form of tube or nozzle into the fuel tank.

All refueling shall be accomplished using a DOT and/or widely available FUEL rated, twenty-five (25) litre or smaller plastic fuel jugs.

"Dry Break" systems ARE allowed for refueling.

All fuel jugs are to be manually supported by the team members engaged in the refueling process.

Overhead or elevated refueling rigs or electro-mechanical assist units to assist in lifting or supporting a fuel container are NOT allowed.

Teams should be aware of and consider the placement of any possible ignition source in-line with the gravity fall line of any possible fuel spillage, as well as the where fuel may spread to during any possible fuel spillage.

This would include but not be limited to exhaust tubing, brake rotors and/or electrical wiring.

Refueling Procedures

All refueling must be done in pit lane once the race has started, with the exception below. Teams not refueling in the appropriate location will receive a penalty with the first offense resulting in a minimum of 5-minute stop-and go penalty. Subsequent offenses will result in a minimum of a 10-minute stop-and-go penalty.

Cars that have returned to the paddock for repairs, and have been in the paddock for more than 15 minutes may refuel in the paddock before returning to the track. Refueling must follow the same safety procedures as in the hot pit lane.

Maximum of 4 (four) people are allowed over the wall during fueling, including the driver(s).

One person must be the fire extinguisher control person, and they must perform only that task while the vehicle is being fueled.

Nomex protective clothing and a helmet with visor down is required for all team members over the hot pit wall while fueling is on-going. A single layer suit (without Nomex underwear) is allowed.

Street shoes (close-toed) and socks are allowed; however, fireproof shoes and socks are highly recommended.

A team is considered to be refueling anytime the fuel cap is open or removed from the car or fuel in is the pit lane. - Only one (1) fuel jug is allowed over the wall at a time.

Any car engaged in fueling must have their electrical kill-switch in the off position while the fuel cap is off and/or a fuel jug (full or empty) is present within 2 meters of the vehicle.

Throughout the refueling procedures one (1) team member must manage an approved 10LB-ABC fire extinguisher and be stationed no less than 3 meters and no more than 5 meters from the point where fuel is being added to the vehicle. This team member is restricted from performing any other duty or function while managing the fire extinguisher; their entire focus is to be a safeguard in case of a fire. This crew member is not allowed to handle fuel jugs.

A team may not work on the car while fueling, including:

lie under the car,

peer into any part of the car,

touch any part of the car not associated with a driver exchange or fueling,

attend to any mechanical condition of the vehicle,

change, add, remove or drain any "cool suit" cooler.

In the case of a driver change, a driver being replaced may assist the replacing driver to prepare for driving by helping with seat adjustments, belts, radios, cameras, data systems, driver cooling but exclude any changing, adding or draining of "cool suit" cooler or ice.

Once the fuel cap has been re-applied to the car and all fuel jugs are secured on the cold side on the wall, other service work may be performed on the car.

Fuel spills of greater than one (1) liter will result in a penalty. The first offense will result in a stop-and-go penalty, subsequent offenses will result in a minimum of a 1-minute stop-and-go penalty

9. GENERAL

No driver shall drive for more than 2 hours consecutively and shall have at a minimum sixty (60) minutes rest between stints and no more than 4 hours of driving in a 6-hour period. A drive through penalty will be assessed for the first of any of these restrictions on driving time, followed by a one-minute stop and go penalty for any subsequent offences. Should the penalty be applied after the car stops running (say, at end of race), the penalty will be 30 seconds for the first offence, and 1 minute 30 seconds for subsequent offences.

Driver stint time starts at Official Race Start (green flag) time for 1st driver, or when drivers are released from their hot pit stall after a driver change, or when starting to move if entering the track after repairs in the paddock. Full course Yellow and Red Flag conditions count towards a Drivers Stint.

Qualifying and Grid Positions

Qualifying. There will be no qualifying session for this event.

Grid Positions. Pole position will be based on first come first served at the end of pit road before the entrance to the track.

GPS Location Transponders and AMB Timing Transponders

Each vehicle must have a GPS location transponder and an AMB timing transponder system in the car. GPS location transponders are available from RMM each morning when getting your wristband. If a competitor requires a timing transponder, they are available for rent from ARCA, contact sue@somedaysoon.ca. Vehicles with non-functioning transponders may not be scored.

Official Notice Board

The official notice board will be situated at a location on the south wall of race control. ARCA recommends monitoring lap times and positions during the race using the Race Monitor.

Season Points

Championship points will be awarded in decreasing order starting at 50 for 1st, using the WCMA 2025 points scheme for placing. Competitors will receive points based on their overall finishing position, not on their entered class. Accumulated points will only be compared against other teams in their entered classes for determining positions within the class. Points totals will transfer between classes when a competitor moves into a different class. Season trophies will be given out to the highest point scorers in the three endurance classes after the last event.

To earn points a team must complete a minimum of 30 laps during the endurance race,

Event Sponsor Decals

All race vehicles must display event sponsor decals supplied by the organizer of the event and must be displayed prominently in the designated location.

Failure to comply with display of sponsor decals by any entrant will result in a single warning, followed by a \$100 fine should the entrant remain non-compliant, followed by exclusion.

On Track Conduct

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. It is the responsibility of all drivers to avoid physical contact between cars on the race track. 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. Any driver deemed to be displaying rough, careless, and/or irresponsible driving may be penalized. Drivers are obligated to heed the flag signals displayed around the track. Failure to respond to a flag signal is a serious violation of these regulations and is subject to penalty which is not subject to protest or appeal.

Black flags

Per WCMA regulations, any time a black flag is displayed, driver and car must immediately report to the steward's station (by race control) for review.

Procedures in Event of Contact

Contact procedures will follow the 2025 WCMA contact policy, as outlined in the contact bulletin on the WCMA website <https://www.wcma.ca/wp-content/uploads/WCMA-Bulletin-2024-01.pdf>

In short, the policy states contact is not allowed in WCMA endurance racing. "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."

Black flags will be issued for competitors in instances that are clearly not "incidental racing contact", in these cases, self-reporting prior to receiving a black-flag for contact is considered good sportsmanship, is highly encouraged and may impact the severity of penalty applied.

Penalties applied may include time spent reporting, time penalties, position penalties or monetary penalties.

Additional penalties will be issued for repeat incidents.

The decision to levy a penalty is at the sole discretion of WCMA stewards.

Penalties not explicitly defined

Penalties for infractions described in the event supplemental regulations for which a specific penalty is not identified are a drive through penalty, or a one-minute stop and go for multiple of the same offence. If the penalty is applied after the car has stopped racing the first offence will earn a 30 s time penalty, or 1 min 30 s for multiple of the same offence. Penalties are at the discretion of the Steward in the final assessment.

PARC FERME

For the Parc Ferme event the following will apply:

Pit lane will close 15 minutes before Saturday's "black-flag all" at 6:30 pm checkered flag. CARS MAY NOT LEAVE OR ENTER PIT LANE AFTER 6:15 pm. If you enter the pits of your own accord or due to mechanical failure, you cannot start the race until 20 minutes after the green flag on Sunday morning. If you are already in the pits/paddock or need to pit after that point, you will start 20 minutes after the green flag on Sunday.

When the race ends at 6:30 pm on Saturday, teams still on-track will park their car on the front straight track wall adjacent to the track on pit lane...BUT NOT in your pit/paddock stall. At this point, all cars are parc ferme and cannot be touched or worked on for any reason including tire temperature pressure, cleaning windows, mirrors, light, cooling shirt system servicing, fueling tec. However, you will be allowed to cover your car for the night and you may remove any items that require charging such as your transponders, data telemetry and GoPro's.

If you have to parc ferme, you cannot work on your car or fuel on Sunday until you are resume racing and have taken at least one green flag laps and then return to your pit/paddock stall. If you have chosen to come into the pit/paddock on Saturday night to work on your car, you will be able to start Sunday's race after 20 minutes of green flag racing by your competitors. If your car becomes disabled on track in the last 15 minutes of Saturday's race and you are towed in, you may work on the car overnight and rejoin with the rest in pit lane 20 minutes after the green flag on Sunday morning. If your car will not start Sunday morning on the track you will be towed in and your car can start racing 20 minutes after the green flag if you can fix it that fast.

ADDRESSES AND PHONE NUMBERS

Alberta Race Car Association (ARCA)

E-Mail: sue@somedaysoon.ca

Website: <https://albertaracecar.ca/>

Cell Phone: 403-554-4211

Western Canada Motorsport Association (WCMA)

E-Mail: sue@somedaysoon.ca

Website: www.wcma.ca

Cell Phone: 403-554-4211

LIST OF OFFICIALS

Clerk of the Course – Andy de Boon

Secretary of the Meet – Lynne de Boon

Chief Course Marshal – Linda Sakaluk

Chief Rescue – Paul Kennedy

Chief Safety – Rudy van Woerkom

Chief Scrutineer – Gary Coleman

Chief Registrar – Sue Wilson

Chief Timing & Lap Scoring – Patricia de Boon, Sue Wilson

ENTRY FEES – Please refer to MotorsportReg for a complete list.