

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.

RMM Non-Member Access Policy - RMM made an exception to their policy (maximum 3 visits per year) for ARCA racers in that they won't enforce the policy so as to allow people to attend all 4 ARCA race days. However, if an ARCA racer isn't a member and chooses to attend a regular lapping day, this will impact their ability to participate in the 4 ARCA race days. If an ARCA racer (non-RMM member) wants to attend all 4 ARCA race days at RMM, they cannot attend any other events at RMM. Please note the 2 day events count as 1 visit.

No Overnight Camping – Absolutely no overnight camping is permitted.

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 3 bags of sweep for every oil down, any additional bags required will be billed to the competitor at \$50 per bag.

**EVENT SUPPLEMENTARY REGULATIONS
SPRINT 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
July 7-8	Turn 17 Grand Prix Sprint Races
September 14	Sprint Races

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.

COMPETITOR ELIGIBILITY - Competitors must hold a valid and recognized competition license, be a member of a WCMA affiliated club, in good standing, of the type and the grade required by the applicable regulations.

VEHICLE ELIGIBILITY – All WCMA recognized classes are eligible.

PRE-REGISTRATION – Pre-registration shall be done through MotorsportReg.com.

Pre-registration shall open immediately and shall close for each event at the close of registration on each day of competition for that event.

Pre-registration shall be received no later than 5 days before the scheduled event.

Once an entry has been accepted and the event commenced, no refunds – full or partial - will be issued for any reason.

Failure to pass scrutineering is not grounds for refund of entry fee.

Pre-registration is a must. If insufficient entries are received the race event may be cancelled.

CHECK-IN – Check-in will be held at RMM. Refer to the schedule for times of operation. Competitors must bring their competition license, driver’s log book and vehicle log book to check-in.

ENTRANCE TO PROPERTY - Rocky Mountain Motorsports (RMM) will be requiring all attendees, regardless of status, to complete the RMM speedwaiver document. The link is SpeedWaiver.com . RMM will be issuing wristbands to all attendees. These wristbands must be worn at all times – no exceptions! Failure to wear the wristband may result in removal from the facility.

Anyone else entering the facility who does not hold a WCMA hard card must also sign the ARCA Speedwaiver. The link is <https://albertaracecar.speedwaiver.com/iekwi>

RMM GPS TRANSPONDER – Each competition vehicle MUST be equipped with a RMM GPS transponder and be used when the vehicle is on the racecourse – no exceptions. The cost is \$15.00 per event and will be available through MSR. These trackers will be available for pick up at registration.

TIMING & LAP SCORING TRANSPONDERS - Each competition vehicle MUST be equipped with an AMB timing transponder and be used when the vehicle is on the race track – no exceptions. The link to rent a transponder is msreg.com/Transponders. These transponders will be available for pick up at registration.

It is ultimately the driver's responsibility to ensure their transponder has a fresh battery, is plugged in properly and in good working order. Vehicles with non-functioning transponders may not be scored.

If a car's transponder is not working during qualifying, the starter may show a Meatball flag to the driver to show them their transponder is not working and ultimately will not be timed.

Timing and Lap Scoring is willing to review qualifying times scored by crew for the qualifying results. These times must be provided within 10 minutes after qualifying results have been posted. Ultimately Timing and Lap Scoring has the final decision on all qualifying times.

QUALIFYING – Qualifying is based on a driver/team combinations only. The Clerk of the Course and/or Senior Steward may designate a separate session for a second driver to qualify.

Those who didn't qualify on the first day of the event must advise the Senior Steward they would like to have the first practice session of the second day treated as a qualifying session for them and then Timing and Lap Scoring will issue a revised grid for the second day of the event.

GRID POSITIONS - Access to Pre-Grid will close three (3) minutes prior to the start of the warm-up lap. In multi-class races no consideration shall be given to class in determining grid positions. We usually grid like cars together, such as no qualifying times puts you at the back of your class not the entire grid.

The results from the qualifying session will be used for all race sessions.

If there is a car missing from the grid, the Pre-Grid Marshal will redirect cars into their new grid position as they leave pre-grid. Once this change has been started, latecomers must start at the back of the grid.

PROTESTS AND APPEALS - Protests and appeals will be handled in accordance with the WCMA regulations.

PADDOCK - In order to maintain a good relationship with nearby residents running of engines between 9 pm and 9:00 am is strictly forbidden. Excessive noise and loud stereo systems must cease by 9 pm.

In the paddock and pit lane sections of the facility, please place plywood down under any jacks or jack stands that are placed on the pavement so as to not damage the asphalt.

Individuals using a bike/scooter in the paddock area must wear helmets.

NOTICE BOARD - The official notice board is located by Race Control.

NIGHT BEFORE EVENT ENTRY - Entry to the facility may be permitted on Friday evening. Please check the event schedule for times. If there is a track rental that evening, please ensure to share the paddock space.

END OF EVENT DEPARTURE- Sunday night everyone must be off the property by no later than 6:00 pm. After that time any competitor still on the property will be billed for the security's time at the rate of \$200.00 per hour.

SPONSORSHIP DECALS - All race vehicles must prominently display any event sponsor decals supplied by the organiser of the event. All competitors will place any and all decals provided by the track promoter or class sponsor in the location as specified by the track promoter or class sponsor.

BEHAVIOUR - Failure of competitors and entrants to comply with reasonable requests of race officials and RMM employees will result in disciplinary action being taken.

NOISE LEVELS – Any vehicle found to be negatively impacting the noise level will be removed from the track until modifications are made to the vehicle to mitigate the excess sound. Any vehicle removed from the track twice for excessive sound will be blacklisted for the balance of the event. RMM will be strictly enforcing this requirement. The current sound limit is 95 dBa for each car and may change.

DRIVER'S MEETINGS - All competitors must attend all required driver's meetings. Please note in the schedule when and where the registration, technical inspection and driver's meeting are to be held. These driver's meetings are very important and it is every competitor's responsibility to ensure they are at the track in time to attend. All drivers must attend – this includes open wheel, closed wheel and vintage drivers. Race officials may apply an on-track penalty to a car/driver that does not attend the driver's meeting. Official instructions made at the driver's meetings are binding on all competitors and shall become a part of these supplementary regulations.

SCRUTINEERING - The responsibility for the mechanical safety of the race vehicle lies solely with the competitor. The scrutineer's approval of a race vehicle implies the race vehicle meets technical requirements only for items inspected.

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.

Any race vehicle involved in an incident or is modified after technical inspection is subject to re-inspection and re-approval by the Scrutineers. It is the competitor's responsibility to have their car re-inspected if they have any knowledge of any change.

The Scrutineers may inspect or re-inspect any race vehicle at any time during the event.

Scrutineering will be conducted in the paddock area reserved for that purpose by the organisers of the event, or any other area designated by the Scrutineers.

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.

Items to be presented at scrutineering include the following:

- Race vehicle, competitor's safety equipment

The race vehicle must be 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.

SCALES - Scales may be available at the track and are to be considered the official scales of the meet. The scales may be available to competitors from time to time on Saturday or Sunday subject to the requirements of the scrutineers.

RULES OF THE PITS AND THE COURSE - Competitors may not push their race vehicles on the course. The track marshals may move or assist a competitor to move a disabled race vehicle to a safe area without penalty to that race vehicle and the race vehicle may continue in the race if it is able to do so.

Race vehicles removed to the paddock during a race will be ineligible to return to the race in progress unless authorised to do so by the Clerk of the Course. The permission may be obtained at Pre-Grid through the Pre-Grid Marshal.

Only personnel directly involved in the race in progress will be permitted in pit lane.

Excessive speed in pit lane will NOT be tolerated and will result in disciplinary action being taken.

Access to pit lane will be through the Pre-Grid area only.

Only properly attired personnel are allowed in pit lane (long pants, minimum short sleeved shirt, no open-toed footwear).

There is no smoking allowed in pit lane

A qualifier who is not able to leave the Pre-Grid area when ordered by the Pre-Grid Marshal will forfeit their grid position and may be allowed to enter the track at the rear of the pack on the pace lap. If unable to join during the pace lap, the qualifier will not be allowed to start the race. Exceptions may be allowed at the discretion of the Clerk of the Course if a competing vehicle can safely start from pit lane, behind the field, after the start of the race.

Current WCMA flag regulations will prevail. It is the competitor's responsibility to be well versed in these rules.

Drivers receiving the meatball flag with the car number (black with orange disk) during a session must report to start/finish in pit lane for information/instructions.

POST-RACE IMPOUND AND INSPECTION - All race vehicles and competitors in impound must remain in the impound area until released by the Scrutineers.

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.