

Important Information Must Be Read

These are attached to and part of the Event Supplementary Regulations issued by the Alberta Race Car Association for 2011.

Track Workers - Providing track workers is everybody's responsibility, so please let's make sure that we have enough personnel to man the racetrack safely. We need at least 40 course marshals and 20 other personnel around the facility to safely man the track. Please talk with your friends, family and co-workers about coming out and helping. Sue Wilson has information brochures that she can provide if you have a spot for them to encourage the general public to come out and marshal. If not enough marshals are secured for each weekend THE EVENT MAY BE CANCELLED.

Improved Touring (IT) Competitors – It is the competitor's responsibility to know what class their race vehicle falls into. Please ensure you have reviewed the updated regulations for your vehicle and they meet the current standards. For more information go to:

<http://www.wcma.ca/2011%20Race/2011%20Technical%20Regulations%20-%20Race.pdf>

**Event Supplementary Regulations
2011**

Organised By
Alberta Race Car Association



Sanctioned By
Western Canada Motorsport Association



Affiliated With
ASN Canada FIA Inc.



Held At
Race City Motorsport Park



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). These events shall be held at Race City Motorsport Park (RCMP). The dates of these events are as follows:

DATE	EVENT
June 4-5	Season Opener
July 2-3	Stampede Weekend
August 6-7	Vintage on the Prairies
September 10-11	Season Finale – Western Canada GT Race (Big Adventure Race)

Each entrant and competitor must be familiar with these supplementary regulations, the series regulations and the WCMA competition 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 3.161 kilometre road course in a counter clockwise direction.

Insurance shall be as per the WCMA regulations.

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

VEHICLE ELIGIBILITY – All WCMA recognized classes are eligible.

ENTRIES - A completed entry form must be e-mailed to sue@somedaysoon.ca. Those competitors wanting to pay with a credit card (Visa or MasterCard) must go through the Karelo website - <http://www.karelo.com/register.php?BID=357&BT=10#Ev6451>. Credit card entries must be paid in advance and will no longer be accepted at the track. Only cash or cheques will be accepted at the track during registration.

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

All entries and fees must be dated and received no later than 10 days before the scheduled event. Entries and fees received after the 10 days will be charged a late entry fee.

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.

For each vehicle entered, an unlimited number of pit passes will be made available for purchase. The price is \$10.00 per person per weekend. There are no daily rates for pit passes.

All registered competitors will receive five (5) complimentary pit passes with their entry. One pit pass is for the driver; the other four (4) pit passes are for the driver's distribution.

Vintage novice lapping registrants will receive two (2) complimentary pit passes with their registration. One pit pass is for the registrant and the other is for the registrant's distribution.

When you pre-register the pit passes will be available for pick up at the gate when you arrive. If you do not pre-register you may be asked to purchase pit passes at the gate until such times as your registration is confirmed.

The pit pass (wristband) must be worn at all times – no exceptions! Children under 12 will not require a pass.

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

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 personnel's time.

REGISTRATION - Registration will be held on the third floor of the main tower. Refer to the schedule for times of operation.

All competitors, entrants, crewmembers and guests must execute the official release agreement and waiver prior to entering the track property.

Pre-registration is the actual receipt by ARCA of a completed entry form.

Competitors wanting to come to the track on the Friday nights may be charged \$5.00 per person admission. If you decide to come for Friday night registration and tech be advised that Secret Street has paddock priority at that time. **THERE IS TO BE NO SET-UP IN ROAD COURSE PADDOCK ON FRIDAY NIGHT.** Any cars left in the paddock area will be towed at the owner's expense.

Competitors are permitted to leave their vehicles and trailers in the Oval back paddock area for Friday night and then they can be moved into the Road Course paddock area on Saturday morning. Please note the gate opens at 7:00 pm not 6:45 or 6:30, please don't show up early and expect to be let in. Again I will remind you **THERE IS TO BE NO SET-UP IN ROAD COURSE PADDOCK ON FRIDAY NIGHT**

TIMING & LAP SCORING - Each competition vehicle **MUST** be equipped with a transponder and be used when the vehicle is on the racecourse – no exceptions. Contact Sue at sue@somedaysoon.ca for details about purchasing or renting transponders.

TRANSPONDERS – All competitors whose home track is Alberta must purchase a transponder. No exceptions!

It is ultimately the driver's responsibility to ensure their transponder has a fresh battery, is plugged in properly and in good working order.

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.

All vehicles, closed wheel, open wheel and vintage must report to BBQ Pit tech area to have their transponder tested each weekend.

QUALIFYING – Qualifying is based on a car/driver combination only; a second driver must also qualify and have a separate approved car number. The clerk of the course and/or steward may designate a separate session for a second driver to qualify. Each driver must ensure their correct car number is on the car anytime they are in the car.

Those who didn't qualify on the first day of the event must advise the 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 PreGrid 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 10:30 p.m. and 8:00 a.m. is strictly forbidden.

Excessive noise and loud stereo systems must cease by 10:30 p.m.

No vehicles are permitted to park on the asphalt roadway (Pre-grid road) and must be kept back at least 2 metres from the edge of the roadway.

Plywood sheets are available for placing under race cars on the gravel if necessary. This wood is available to competitors opposite the BBQ Pit. It is the driver's responsibility to return the plywood at the end of the race weekend.

GENERAL - The official notice board is located by PreGrid.

Qualifying times and race results will be posted on the official notice board located by PreGrid as available. Do not remove these notices.

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.

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

No race vehicle may exceed 92 decibels (92dBa) measured at 50 feet from either side of the car at 3500 rpm. The track promoter will be strictly enforcing this requirement.

GARBAGE PICKUP – There is NO GARBAGE PICKUP. That means that EVERYONE must bring their own garbage bags and remove ALL of their garbage from the site. No garbage is to be left behind.

DRIVER'S MEETINGS - All competitors must attend all required driver's meetings. Please note when 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:

- -Documentary evidence of having completed registration for the event (a properly issued technical inspection form)
- -Competitor's safety equipment
- -Vehicle logbook

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 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 PreGrid through the Chief PreGrid 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 PreGrid area only.

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

There is no smoking allowed in pit lane

A qualifier who is not able to leave the PreGrid area when ordered by the PreGrid 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 black and white diagonal flag during a session must report to tech immediately after their session to be advised as to why they received this flag.

Drivers receiving the meatball flag (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: www.albertaracecar.ca

Western Canada Motorsport Association (WCMA)

E-Mail: sue@somedaysoon.ca

Website: www.wcma.ca

LIST OF OFFICIALS

Clerk of the Course – Andy de Boon

Chief Communicator – Janet Norman

Chief Course Marshal – Tracey McEwing

Chief Pre-Grid Marshal – Danny Armstrong

Chief Starter – Jim Trahan

Chief Rescue –Rudy van Woerkom
Chief Scrutineer – Uwe Turner
Chief Registrar – Sue Wilson
Chief Timing & Lap Scoring – Sue Wilson

ENTRY FEES

Closed or Open Wheel or Vintage – **Regional – Discount - \$300 (prior to 10 days before event)**
Closed or Open Wheel or Vintage - Regional - Regular - \$350.
Second Driver - Same Car – Regional Races – Discount - \$225 (prior to 10 days before event)
Second Driver - Same Car – Regional Races – Regular - \$275.
NSF Cheque Charge - \$50.

For 2011 the dates to be eligible for the discount are **prior** to May 26, June 23, July 28 and September 1.

Western Canada GT Race – There will be an additional charge for those competitors entering the Western Canada GT Championship Race. Competitors must register for regional races as well. Please refer to the Western Canada GT Championship Race (Big Adventure Race) Supplementary Regulations.

Vintage on the Prairies Weekend – There will be an additional charge for those competitors participating in the Vintage class activities. Please contact Deb Luini-Carroll at wrcarrol@snaplink.org for more details.