WINNIPEG SPORTS CAR CLUB

ICE RACE CHAMPIONSHIP SERIES

YEAR 2020

SUPPLEMENTARY REGULATIONS

**Sanctioned by WCMA and affiliated with ASN Canada FIA Inc.
Full ASN / WCMA Competition Rule books are available for
viewing and download at www.wcma.ca

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CAR CLASSES

For the 2020 season the WSCC "Fire on Ice" Racing Series will include 2 separate classes of cars for door-to-door ice racing action.

RUBBER to ICE (X)
This is a very competitive class utilizing small engine cars with safety roll cages racing on modified/tractionized DOT winter tires. Minimal performance modifications are required to be competitive and the cars are primarily front wheel drive however rear wheel drive cars are allowed.

STUDDED (S)
This is the fastest class in the series. These small engine front wheel drive cars utilize a spec factory produced studded tire providing a high level of grip and performance. Currently the spec tire of choice is the Black Rocket tire and vehicle horsepower is limited at 140hp to help maintain drivetrain reliability and tire longevity.

Eligibility

All entrants must be in possession of the following valid papers that are current for the applicable race year:

- A valid driver's license
- WCMA temporary ice race license, WCMA basic license, WCMA amateur road race license, or the equivalent
- WCMA sanctioned club membership or equivalent

All new drivers must attend a driver's school and pass a subsequent exam before being allowed to race. Drivers may challenge the school provided they:

(1) Have two or more years' experience ice racing
(2) Have passed a WCMA level driving school in the past 10 years; or
(3) Get written exemption from both; Ice Race Director and Chief Steward

Race School involves both a classroom session and track day. It is mandatory for all new racers and all current racers to go over changes. Remote access to school is going to be setup for participants. Max 18 Attendees to Ice Race School

Please check online at www.wscc.mb.ca within *the WSCC Ice Racing Forum for more information regarding the Ice Race School*

WCMA Temporary Ice Race License

In order to promote the sport and attract new drivers, new competitors will be allowed to acquire a temporary weekend ice race license. The requirements of this license include:

1. Successfully completing a knowledge exam demonstrating knowledge of flag meanings and race procedures.
2. Completed and signed annual waiver
3. Completed and signed self-declaration medical form
4. Completed profile and application on MotorsportReg.com no later than two weeks before the event. (Late applications may be accepted, however processing may not be guaranteed).
5. Possession of a valid provincial driver's license.

The cost of this license is $20 per event. After successfully completing 3 ice race events, the competitor is eligible for a basic ice race license.

The competitor's car must have a distinct "rookie" triangle on the rear of the car. Note that a temporary license may be revoked at any time during the event at the discretion of the Ice Race Director or Track Steward if safe racing behavior is not being demonstrated at all times.

Car Numbers

Numbers must be registered with the race director. Choose from 00 to 99 only. 3 digit numbers not permitted. Preference will be given to numbers used by a driver in a previous year. The number "1" is reserved for the previous years champion in each class. A lifetime WSCC member may be assigned a number at his or her request, which will be held for him or her, and retired from ice racing thereafter. If you need a number contact ice@wscc.mb.ca

Grids

Grid position for the first race of the first event will be determined by either "scrambled grid" or by drawing numbers (to be determined at the pre-race drivers meeting). All other races will start with the top six cars from the previous race in inverted order of their finishing position. This is also known as a reverse grid. Rookie drivers will be gridded to the rear for the first race and grid position for future races will be decided at the discretion of track officials. Cars must reach their grid by the time the previous class takes the checkered flag or they will be gridded at the back in order of their arrival.

Scoring

A maximum of six races per day per class will count for points. The number of laps in each race will be determined by the Clerk of the Course in consultation with the Ice Race Director, so that the likely hood of completing six races per class is assured and each class gets an equal amount of track time.

A time limit may be imposed in the event of serious or multiple car clean-up situations.

A red flagged race counts as a race finished if 50% or more of the laps are completed before the red flag is displayed. Otherwise expect the race to be restarted once the track has been cleared. (See rule 6.8 of WCMA Sporting Regulations – Race)

A full course yellow flag will be displayed during serious track clean-ups. All racing will cease and cars will parade until a green flag is waved to restart the racing. All laps under yellow will count except that a minimum of two successive green flag laps will be required to finish the race. The Clerk of the Course may call for a green flag at any time.

Points

Individual points for each daily race will be based on a descending order from the first place of 9,7,5,3,2,1,
Classes with less than a full 6-car grid will receive a reduced point plan: ie. 5-car grid would be pointed 7,5,3,2,1…a 3-car grid would be pointed 3,2,1.
One point shall be awarded to competitors for completing 50% or more of the race.

Decals

In the event of a series sponsor being obtained, drivers will be required to display sponsor decals on their cars. Prominent positions may be reserved for series sponsors - don't decal the top of the windshield or the top of the front fenders until shortly before the first race as cars without series decals displayed or improperly displayed will be allowed to race but will not accrue points.
Every effort will be made to distribute decals as soon as possible and will be available from Al Marcoux or email ice@wscc.mb.ca for info.

For 2020, we currently do not have an official title sponsor for Windshield, although keep that area reserved. We have: Blatz, Classic Motor Works, on both sides all above the molding/horizontal center line. Others may come later and you will be notified. Check the forums for locations of decals for your racecar.

Laps
Race length with be determined by time (eg: 15min plus one lap). Clock will stop in the event of full course caution or stoppage. Time duration will be adjusted based on the length of the track.

Fire Safety and Environment

ALL teams or individuals shall have a 5 gallon pail or container for scooping up any leaked oil or anti freeze. We need to take care of the environment. ALL teams or competitors shall have a 10 lbs ABC fire extinguisher in full view and accessible at all times.

Entry Fees
Will be based on the series budget. Currently the fees are set at $160.00 per vehicle for Race day. The entry fee for the test/tune, hot laps, and practice day has been set at $60.00CDN per vehicle.

Fees will not be refunded after the car **has entered the track**.

Online registration/payment with MSR (MotorsportReg.com) is available and strongly preferred. If paying cash bring correct amount (change might not be available).

- All entrants are urged to register on MotorSportsReg.com although if you need to pay at the track, please print the following race entry forms (pg 6 & 7) and submit them at the track to Gloria Gordienko (Registrar). She can usually be found at or near the #79 race car before the daily drivers meeting.

Race Schedule

2020 WSCC Fire & Ice Championship Series is currently scheduled to compete on the following dates:

- Jan 11th Beausejour (CPTC) Ice Race School & Test/Tune
- Jan 12th Beausejour (CPTC) Race Day
- Feb 1st Winnipeg (WSP) Hot Lapping & Test/Tune
- Feb 2nd Winnipeg (WSP) Race Day
- Feb 15th Winnipeg Beach Race Day
- Mar 7th Gimli Race Day
- Mar 8th Gimli Race Day

IMPORTANT NOTE : Please check the WSCC website regularly at www.wscc.mb.ca (Ice Race General Discussion) as event dates and venues are subject to change as a result of weather and ice conditions.

DATE OF EVENT : ……/2020 Payment: ……

Entrant

NAME: ……

ADDRESS: ……..

Phone: …… **Cell: …… E-MAIL: ……..**

PRIMARY DRIVER

Do not duplicate information if Entrant is also Primary Driver

NAME: ……..

ADDRESS: ……

PROV. LIC #: …… WCMA#: .....

COMPETITION LICENCE #: …… WSCC#: ……..

SIGNATURE: …… DATE: ……..

SECOND DRIVER

NAME: ……..

ADDRESS: ……

PROV. LIC #: ……WCMA#: .....

COMPETITION LICENCE #: …… WSCC#: ……..

SIGNATURE: …….. DATE: ……..

VEHICLE

YEAR: …….. MAKE: …… MODEL: ……

CAR NO: …….. DISPLACEMENT: ……cc VALVES/CYL: ……..

CLASS: …….. RACE WEIGHT: ……lb COLOR: ……

IN CASE OF EMERGENCY

NAME: …… PHONE # ..... Circle AT TRACK Y / N

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1 If an entrant, driver or crewmember is under the legal age of majority, the appropriate parent or legal guardian must countersign this form.

2 I have read and familiarized myself with the WCMA Sporting Regulations – Race, the Series Regulations, the WCMA Technical Regulations – Race and the Event Supplemental Regulations and agree to abide 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 be bound by them.

3 The entrant in signing this entry form and agreement 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 crewmembers and guests shall execute a release agreement prior to their admission to the event.

4 The entry fee is as quoted in the applicable regulations for each car entered. Entries will not be accepted unless accompanied by the entry fee.

5 Entrant understands that this entry, if accepted, constitutes an agreement with the race facility to take part in the competition unless prevented by circumstances beyond his/her control.

6 In consideration of the awards posted, the entrant and the driver he/she has nominated agree to permit Western Canada Motorsport Association, the Promoter/Organizer of the event and their assignees the use of their name, voice and/or likeness for news, publicity and feature use including radio, television, newspapers and magazine and in connection with advertising and for the purposes of trade.

7 If this entry form is being used for an ice race event, the entrant/driver acknowledges as follows: If insurance for the event has been obtained through ASN Canada FIA Inc., the following exclusion is specifically in force: "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."

SIGNATURE OF DRIVER……..DATE……..

SIGNATURE OF PARENT/GUARDIAN…….……....DATE……..……..

ADDRESS……City/Prov……

SIGNATURE OF ENTRANT……..DATE……..

CORPORATE NAME AND TITLE (if appropriate) ……..

GENERAL RULES

Vehicle Inspection
All cars will be scrutinized by the Tech Inspector before being allowed on the track. At the beginning of the season the cars will line up at a designated area and will be inspected on a first come first served basis. Within the season they will be inspected at the discretion and direction of the Tech Inspector.

Insurance Waiver
Everyone on the race site must possess either a WCMA Hard Card (signed waiver on file) or sign the insurance waiver. A driver will lose all points for the day if he/she or any of their crew has not signed the waiver. The waiver certificates will always be located at the event race director's vehicle. A designated individual will be given the task of collecting daily waiver signatures however, it remains the responsibility of every person to locate and sign the waiver. The waiver must be signed once per race date by everyone present on the ice. Officials will spot check crews at every event. (See Rule 5.4 of WCMA Sporting Regulations – Race)

Passengers
Are not permitted during the races, but may be allowed at the discretion of the Clerk during practice or at specified times.

Conduct
Unsportsman-like conduct by any driver or crewmember will result in the team losing all points for the day and their entry refused for the next event. On the second incident, should there ever be one, entries for the rest of the season will be refused and a report sent to WCMA, thereby endangering eligibility to race at other ASN events.

A driver who leaves his own pit area to commit such an unsportsman-like act will automatically be deemed at fault. Such penalties will be issued by any steward or track official or as a result of a report from another party. Any sort of verbal abuse or abusive language is considered unsportsman-like conduct.

Penalty Box
The use of a penalty box will be utilized at the discretion of the Stewards to address on-track contact between cars.

How does one get into the Penalty Box?
If there is contact on the track it will be called in to the Steward's. Drivers that get called in may OR MAY NOT get the triangle black/white flag during the race. If you have contact during the race then when the race is completed pull up to the Stewards (Black Flag) and wait to explain what happened. If your car gets towed off the track and back to the pits then exit the vehicle and make your way straight to the Stewards (Black Flag station).

Three outcomes that can happen and only three:

1 One of the two (or three) driver's takes the blame on the incident and that driver will start in the penalty box
2 Between the two (or more) drivers shall agree 100% that it was a racing incident and has to be 100% and then nobody starts in the Penalty box
3 If none of the offenders accepts responsibility then everyone involved starts in the Penalty box

Both Drivers will be expected to have a discussion with the Steward on the incident and walk through it and what each perceived what happened.

** You cannot appeal or protest this decision between the drivers as it was a driver-to-driver decision and did not include the officials so there is nobody to protest to.

What is the Penalty box and how does it work?
a) The Penalty box is going to be plowed as an inside or outside lane parallel to the start line and it may be awkward to get on the track.
b) You will placed in grid at the end of the field and lined up as FIFO (first in/first out) within the penalty box if there is more than one car.
c) When you proceed on the track you will pull up to the Penalty box while the others are being gridded in their normal spot
d) Pace lap will start with the other drivers while you stand still and wait. The worker will come over to the Penalty box to hold you.
e) You will not be released from the penalty box until the very last gridded car crosses the start line from a rolling start on a green flag drop.
f) You will then be released from a standing start and make your way on to the track and start racing as normal.

IF YOU HAVE MORE THAN ONE CONTACT DURING A RACE THAT YOU ARE AT-FAULT THEN THE PENALTY BOX PENALTY WILL BE ISSUED FOR MORE THAN ONE RACE.

Excessive Infractions
For excessive infractions during a race weekend or a race season you will in jeopardy of several possible penalties including but not limited to:

- Probation
- Loss of points for a race, or a race day
- Suspension from a race, or race weekend

AS ALWAYS, THE FINAL SAY IS UNDER THE RACE STEWARD'S CONTROL

Protests
Protest procedures are outlined in the ASN / WCMA Sporting Regulations - Race. All drivers will therefore be familiar with them and expected to use them. (See Section 19 of WCMA Sporting Regulations – Race) http://www.wcma.ca/racing_regulations.htm

Flags
Flags will be used as per WCMA Sporting Regulations – Race (section 9).

DRIVER / VEHICLE RACE PREPARATION RULES

RTI (X) & Studded (S) Classes - General Prep Rules

DRIVER

HELMETS HANS DEVICE	Drivers must wear a minimum Snell SA2010 helmet. As per WCMA Technical Regulations Appendix 4 section B. Helmets must be in good condition with no cracks. HANS device, or equivalent FIA 8858 approved Frontal Head Restraint is not mandatory, but is highly recommended. If you have one use it. As per WCMA Technical Regulations Appendix 4 section C3.
SEAT BELTS	An approved Safety Harness is mandatory as per WCMA Technical Regulations Appendix 2 section A.1.
RACING SEAT	As per WCMA Technical Regulations Appendix 2 section A.2. Racing seats are recommended, all seats must meet the requirement of A.2.e If you have concerns about a seat/belts you want or have please contact the ice race committee at ice@wscc.mb.ca
CLOTHING	One-piece fire retardant driving suits and underwear are strongly recommended with SFI rating of 3/2/5. However, drivers may use Fire Resistant Coveralls (Oil Field) in place of an approved driver suit/underwear system. As per WCMA Technical Regulations Appendix 4 section D.2 & E.

VEHICLE

ROLL CAGE	Roll cages will be inspected to make sure they meet the minimum specification as per WCMA. Please make sure your cage is legal and fabricated correctly (e.g., proper fish mouth cuts, welding and gusseting, etc.) Any cage not meeting minimum specifications will not be permitted to race until corrected. If you need assistance ice@wscc.mb.ca See WCMA Technical Regulations – Race Appendix 1 (attached) for complete roll cage rules. http://www.wcma.ca/n...ations-Race.pdf
LIGHTS	Headlights – Standard or relocated head lights clear/blue (2) must be in good working order at the start of each day and at least one must be operational at all times on the track. Brake Lights – Must be in operation and readily visible at all times mounted outside the car. Rear Fog Light – A rear facing yellow halogen min of 55 watts or brighter fog light must be mounted outside the car at eye level for following drivers and must be in operation at all times on the track. If you use two lights mount them side by side close together.

BATTERY	May be relocated. Regardless, it must be securely fastened. If in the driver compartment it shall be housed in a marine box such that any spillage is contained in the event of a roll over. (Bungee cords and ratchet straps do not count as securely mounted!) Mounting shall consider the great forces involved in any rollover or collision. Metal rods and flat bar shall be used. Ratchet straps may be used to hold the marine box lid. Only one normal sized batter that would fit in the stock location is permitted (battery size cannot be used as extra ballast)
BRAKES	Must be like the factory designed. All 4 brakes must work when brake pedal is depressed. No brake bias adjusters. No steering brakes. Park brake lever may be relocated to simplify use but must activate both rear wheels.
HOODS & TRUNK LIDS	Must be secured by pins in all classes. stock latch may be disabled.
EXHAUST	Must exit outside the engine compartment at the perimeter of the car either to the side or rear. Every section of pipe must be securely fastened to the vehicle in two places (front and back). Mufflers are permitted.
INTERIORS	Must be clean and free of loose items. All flammable trim or interior components should be removed. Vehicles may be gutted but must be free of sharp edges and must be done in such a way that the structure of the car is not weakened.
STEERING, SUSPENSION, WIPERS	Steering and suspension components must be in good working condition in all classes. Windshield wipers are suggested (snow dust) in all classes.
MIRRORS	Two mirrors are mandatory. One outside and one inside of each race vehicle in all classes at the beginning of the weekend.
BUMPERS	Stock bumpers may be replaced with tubing equal in width and height to the original bumper. You may be required to modify bumpers deemed a hazard to other racers. All bumpers shall be non intrusive on the sides. NO “CAN OPENERS”. Install rubber tires or something that does not penetrate another competitor vehicle. This will be inspected.
DOOR NUMBERS	Will be a minimum of ten inches high and in easily readable contrasting color. Class designation should be approximately half the number size. Car numbers and class designation must be applied to both sides of the race vehicle. Additional identification of the nose of the race vehicle would also be appreciated. If timing / scoring officials miss your number they cannot score you!
TOW HOOKS	All cars must have a clearly visible tow hook or secure tow area on the front and rear of the car, preferably marked with a bright colored arrow.

WINDOWS	May be removed and replaced with “Lexan” (polycarbonate) material. Windows must be clear enough for full racing vision. Plexiglass or any acrylic, or like sheet material is not accepted on any window. If OE window glass is used in any window, it must be factory indicated as shatter-proof. All cars must have either a glass or lexan windshield securely fastened at the start of each race day and a drivers window or window net If you chose no windshield or it was removed after a roll over the driver will use a full face helmet with visor <u>in rubber only. Studs need a windshield</u>. Not negotiable!
FUEL/TANK	Factory fuel tank is STRONGLY recommended over a fuel cell. If you choose fuel cell/tank it will need to be covered by a metal box called a fire wall if installed in a hatch back. If installed in a sedan a fire wall will separate the trunk from drivers compartment. <u>Fuel pumps</u> shall be installed outside the vehicle or inside the fire walled area where the tank is located. NOT in the drivers compartment. Fuel injected vehicles will retain the factory “main relay”. This relay controls when the fuel pump activates. So if your car is in the ON position the pump should prime the system only (4 sec) not continually run. Fuel must be commercially available pump gas only. (Racing fuel or AV gas is not permitted). Anyone caught using Racing fuel will be disqualified. Use of nitrous oxide or nitro-methane is prohibited
DASH	Dash may be removed/modified Any gauge is permitted. Any mechanical oil/fuel pressure gauges will have a metal line from block to gauge (stainless braided, copper etc..). No plastic/poly lines in the driver compartment.

SPECIFIC CLASS REGULATIONS

RTI/Rubber to Ice Class (X)

TIRES	DOT Snow or Ice compound tires only. Tractionizing permitted. Tire tubes are suggested. Dual wheels on any axle are not permitted. All season tires are <u>not permitted</u>.

WEIGHT/ BALLAST	1700 LBS minimum, no driver, dry fuel tank. Ballast is not permitted. Ballast will only be added if car is deemed underweight and will be installed on the passenger floor just in front of passenger seat or between the bolt holes that fasten the seat. All the way to the fire wall is not permitted.
DRIVETRAIN MODS	Engine modifications are permitted. Turbo only if came from factory. Suspension modifications are allowed. Differential spider gears may be welded. Tube frame chassis is not allowed.

Studded Class (S)

DRIVETRAIN MODS	This class is for smaller 4 cylinder cars that have a max of 140 hp (keeping HP down maintains drive train reliability and slower tire wear) Engine modifications are permitted however horsepower should remain under 140 hp. If your car is deemed to have too much hp. You may be asked to add weight or de-tune your engine. Fuel Injection engines are allowed one throttle body with 4 injectors only. Carb engines are allowed 2 barrel max any size. Exhaust/header modifications are allowed (exhaust must exit vehicle behind the driver) ECU modifications (chip) is allowed Addition of forced induction or modification to any OEM forced induction is prohibited Nitrous is prohibited Changing the final drive gearing is allowed Changing the transmission is allowed (although must remain Factory IE: no dog box or sequential boxes). LSD, welded or open diff transmissions are allowed. The drive train should be what would come in the vehicle from factory. (updating/backdating permitted but must have same displacement). JDM engines are allowed as long as it fits like factory and meets the hp requirements. • Examples: o D powered civic/crx shall remain D/ZC sohc engines 1.6L max no B power o VW shall use twin cam or single cam 4 cylinder (no VR6) o Suzuki 1.6Lmax

	o Toyota Tercel 1.6L max o If your car year's came with SOHC engine then you can't use a DOHC o Etc… Please call before building anything. Questions- ice@wscc.mb.ca
TIRES	All studded cars will utilize the "BR" (Black Rocket) spec tires Eg: BR 41 - 13", BR 50 - 14", To purchase Black Rocket tires email ice@wscc.mb.ca Note: exceptions may be made for ST class (RWD) for the utilization of Menard or Pryme style tires as requested. All homemade tires are banned until further notice.
MUD FLAPS	All studded cars will use mud flaps on the driven wheels minimum. They should be as close to the ground as possible (stock mud flaps will most likely need to be lengthened)