



# Winnipeg Sports Car Club 2025 Time Attack Supplementary Regulations

*Version 5.0 dated 26 May 2025*

## TIME ATTACK SUPPLEMENTARY REGULATIONS

### 1. General Information

- a. Winnipeg Sports Car Club (WSCC) Time Attack events are sanctioned by the Western Canada Motorsport Association (WCMA) and comply with:
  - GDS/ASN Canada FIA National Time Attack Regulations
  - GDS/ASN Canada FIA National SoloSport General Competition Regulations (GCR).
- b. The purpose of the WSCC Time Attack Supplementary Regulations is to provide additional information not otherwise contained within the GDS/ASN Canada FIA National Time Attack Regulations and are specific to the operations of WSCC at Gimli Motorsport Park (GMP).

### 2. Supplementary Regulations Revision History

- a. Version 4.1 dated 06 Jun 2024 provides correction to “rookie” definition and provides a link to the current Gimli Motorsport Park (GMP Rules).
- b. Version 5.0 dated 26 May 2025 provides changes to the championship points system. All classes will have times adjusted using the PAX system.

### 3. Schedule of Events

Event #1	June 7
Event #2	June 8
Event #3	July 19
Event #4	July 20
Event #5	August 16
Event #6	August 17
Event #7	September 20
Event #8	September 21
Event #9	October 11
Event #10	October 12

Details of the daily schedule for each event shall be posted on the Time Attack Forum. Printed daily schedules will be available at the concession building during registration.

### 4. Registration

- a. It is mandatory that the registration process be completed online. A link to MotorsportReg (MSR) registration can be found on the WSCC Time Attack Forum or can be accessed directly from the MSR website: <http://msreg.com/wsc2025>
- b. Online registration should be completed at 11:30 PM two days prior to the event. This is necessary to allow time for the organizers to create a list of entrants, verify classing, and create a run-group order. However, in extenuating circumstances, entrants may register up

to and including the day of the event, but the registration process must be completed online using MSR.

- c. Proof of registration must be presented to the registrar at the concession building no later than 8:55 AM. Proof of registration can be offered to the registrar either electronically (smartphone) or a printed hard copy of the online MSR registration form.

*NOTE: In addition to proof of registration, a vehicle technical self-declaration must be submitted. Refer to "Technical Inspection" in these supplementary regulation for more information.*

- d. Appropriate fees and entry forms must be in the hands of the Registrar before a car can enter the track. Early registration will open on Friday 8:00 PM. Registration on race day will open at 8:30 AM and close at 8:55 AM, five (5) minutes before the drivers meeting. There will be no discount applied for any missed track time due to late registration.
- e. A cancellation and request for refund applies only for cars that never enter the track for practice or racing. All cancellation requests must be processed through MSR and meet the conditions stipulated therein.
- f. Support crew and a limited number of guest passes can be selected by the entrant on MSR, as part of the online registration process. Additional weekend passes (Day Memberships) will be made available for \$10 per person. Children 16 and under will be admitted free with parent or guardian. Drivers are responsible for the actions of all support crew and guests that are brought to the track.
- g. Multiple Driver or Team Entries: The following stipulations apply:
  - Multiple drivers of the same car may choose to be registered as a team and share the same transponder. You may not have more than two drivers registered as a team. Only the fastest time will count from the team, as one entry. No additional track time will be given for the additional drivers. Team drivers must be stated at registration before the event starts. All drivers must sign all waivers and forms required to receive driving credentials. Refer to "Entry Fees" in these supplementary regulations for more information on fees.
  - Multiple drivers of the same car who register separately (not as a team) will be issued a transponder for each driver. The competitors must ensure that their matched transponders are switched from the car each run so that timing and scoring knows which driver is currently on track. Refer to "Entry Fees" in these supplementary regulations for more information on fees.

## 5. Entry Fees

- a. A single day entry fee is \$125.00 plus GST.
- b. Weekend (both Saturday & Sunday) entry fee is discounted at \$210.00 plus GST.
- c. Multiple drivers (team entries) – the team will be charged a single day entry fee.
- d. Multiple drivers of same car - each driver will be charged the full single day entry fee.

## 6. Liability Waiver

- a. All adult attendees (participants, officials, workers, spectators) must sign a waiver acknowledging all risks of the event and waiving any liability claims against the sanctioning bodies, WSCC and/or organizers of the event.
- b. A waiver for minors must be completed and signed by the parent or guardian.
- c. The signed waiver can be in the form of:
  - MSR SpeedWaiver – valid for the weekend event. Electronic waiver must be shown to the Registrar in order to receive a wristband.
  - Western Canada Motorsport Association (WCMA Annual General Waiver (Not for Minors) – hard card valid for the calendar year. Must be shown to the Registrar of the event.
- d. Wristbands and/or Annual General Waiver Hard Card must be VISIBLE at all times.

## 7. Race Officials

Time Attack Director	Roland Hufgard	rasinc@shaw.ca	204-930-9244
Steward	Bob Willmott	robw24@mymts.net	204-803-4795
Clerk of the Course	Jennifer Bell	belle8@mymts.net	204-226-1974
Chief Course Marshal	Dason Wowk	justaviperguy@gmail.com	204-291-7728
Chief Timing & Scoring	Bryce Stewart	Bryce.wscs@gmail.com	204-997-7774
Registrar	Tyler Goosen	tyler13shawn@gmail.com	204-408-5677
Technical Inspector	Al Marcoux	almarcoux@mymts.net	204-291-7006

## 8. Organizer's Documents

- a. A copy of the event Insurance Certificate and a copy of the Supplementary Regulations shall be posted on the bulletin board of the concession building. A reference to the supplementary regulations shall be made at the driver's meeting,

## 9. Event Format

- a. All events are held on the 1.33-mile road course at GMP and will be run in a counterclockwise (CCW) direction. The track layout has a primary (original) configuration with nine (9) turns, and a secondary (outside) configuration with ten (10) turns. All events will run on the primary configuration unless decided otherwise, prior to the event.
- b. A typical event will consist of a practice session and five (5) timed and scored sessions. The practice session is timed, but not scored. Each session consists of a warm-up lap, five (5)

timed laps, and a cool-down lap. The number and duration of the sessions may vary slightly from event to event.

- c. Passing is only permitted on the main front straight and between corners 5-6 (back straight) The car being passed must indicate direction of path for the passing car with a “point-by” (with window down), clearly identifying the passing car’s direction to pass or with signal lights signaling in the direction of the passing car’s path.
- d. Vehicles found to be holding up other cars and not allowing passing will be black flagged and their times disqualified for that session. This includes giving a “point-by” but not slowing down to let the passing vehicle pass safely
- e. Drivers are responsible for lining up on the grid in an order that allows faster cars in front and slower cars behind.

## 10. Grid Positions

- a. Cars will be grouped according to their anticipated lap times. The concept is to minimize speed/lap time differentials within a single group. “A” Group will consist of the fastest cars, “B” Group the next fastest, and “C” Group will be made up of the remaining cars. An attempt will be made to balance the number of cars in each group, but under no circumstances shall the group size exceed 12 cars.
- b. Drivers are responsible for lining up on the grid, within their group, in an order that allows faster cars in front and slower cars behind.

## 11. Car Classifications

- a. All cars shall be classed per Ontario Time Attack (OTA) Regulations using their Performance Index Points (PIP) classification system. Information on classing your car can be found on the OTA website: <http://ccdb.casc.on.ca/>
- b. The following classing structure and break points will be used at WSCC Time Attack events:

EXTREME	130+ points
MODIFIED (MOD)	95.0 to 129.9 points
SUPER GRAND TOURING (SGT)	80.0 to 94.9 points
GRAND TOURING (GT)	60.0 to 79.9 points
TOURING	40.0 to 59.9 points

*NOTE: Refer to “Rookie Championship Series” in these supplementary regulations for classing instructions specific to rookie entries.*

## 12. Technical Inspection

- a. All entrants must complete a WCMA SoloSport Vehicle Technical Self-Declaration and submit to the Registrar at time of registration. Declaration forms are available at <https://www.wcma.ca/new/wp-content/uploads/2020/03/WCMA-SoloSport-Vehicle-Technical-Self.pdf>

- b. Vehicles may be inspected at each event by WSCC officials for both safety and proper classing.
- c. In the event of contact or damage to a vehicle, an event Steward or WSCC official must reinspect the vehicle before allowing it to return to the circuit.
- d. Any contact deemed avoidable or intentional by WSCC Stewards will result in immediate disqualification of the offender.

### 13. Technical Regulations

*NOTE: The following regulations are technical in nature and supplement the Canadian National SoloSport Regulations (CNSR) for Time Attack:*

- a. Restraint Systems/Seat Belts and Seats

**WARNING:**

**The use of 4/5/6 point belts in a vehicle without a full roll cage can result in serious injury in the event of a rollover. When used in a vehicle without a full roll cage, the design of these systems does not allow side/downward movement of the head and shoulders and thereby exposes the head and neck to impact from a collapsed roof. The use of a 5 or 6-point belt systems in a car equipped with a roll cage is mandatory.**

*NOTE: Refer to “Rollover Protection – Roll Bars and Cages” in these Supplementary Regulations for a definition of the different types of rollover protection.:*

The following chart provides information on allowable configurations of harnesses/belts and the type of rollover protection fitted to the vehicle:

Belt/Harness Configuration	Non-Approved or No Rollover Protection	Roll Bar (Half Cage)	Full Roll Cage
OEM 3-point belts (stock belts)	Allowed	Allowed	Not Allowed
4-point belt <u>without</u> breakaway or ASM* shoulder strap	Not Allowed	Not Allowed	Not Allowed
4-point belt <u>with</u> breakaway or ASM* shoulder strap	Allowed	Allowed	Not Allowed
5 or 6-point race harness	Not Allowed	Allowed	Mandatory

*\*Breakaway and ASM shoulder straps are designed to release or tear away in the event of a frontal impact. The Anti-Submarining (ASM) shoulder belt typically consists of the inboard shoulder belt being fitted with a mechanism that releases an additional loop of webbing to allow the upper torso to twist and move forward in the event of a frontal impact. This, in effect, prevents sliding under the*

*belt and also allows the head of the driver to move away from a collapsed roof in the event of a rollover.*

b. Fire Safety

- Drivers are required to wear, at a minimum, closed toe shoes, full length pants, a t-shirt with sleeves, and an approved helmet. Clothing cannot be of a synthetic fiber.
- It is recommended that all vehicles have a securely mounted fire extinguisher.

c. Rollover Protection – Roll Bars and Cages (Definitions & Requirements)

- Rollover Protection – An approved full roll cage or approved Roll Bar (half-cage).
- Roll Cage – An approved full rollover structure with a minimum of six (6) attachment points.
- Roll Bar (Half-Cage) – An approved rollover structure that is built only in the rear of the vehicle, typically with only four (4) attachment points.
- Rollover protection is recommended for all classes and required for:
  - Vehicles with fold down or completely removable tops (e.g., convertibles)
  - Vehicles that have accumulated 25 PIPs or more from their starting PI, excluding aero and tire PIPs.
  - Vehicles using non-DOT racing slicks
  - Modified category vehicles, with a Performance Index (PI) of 105% or greater. Roll Cages are the preferred choice and must meet WCMA technical regulation specifications.
- All vehicles competing with a roll cage must also utilize a head and neck restraint that meets SFI 38.1 certification.

d. Vehicle Requirements

- The vehicle must be equipped with side mirrors and a rear-view mirror.
- All race entries are subject to WSCC approval, and as such, the organizers reserve the right to disqualify any vehicle that is considered unsafe.
- All vehicles must have operational brake lights, regardless of class.
- Open wheeled formula cars are not allowed to participate in Time Attack events.
- Battery Electric Vehicles (BEV), Hybrid Vehicles (HEV and PHEV) and Fuel Cell Electric Vehicles (FCEV) are not allowed to participate in Time Attack events.
- It is recommended that all vehicles have front and rear tow hooks/straps. Vehicles may be damaged during towing if not equipped with proper hooks/straps. WSCC is not responsible for any damages incurred while towing.
- All loose items MUST be removed from the vehicle.
- Vehicles must not exceed 95 decibels at 50 feet.

e. Engine & Drivetrain Modification

- Intake Systems Water methanol injection systems must be 50% water or greater
- Tires will be classed according to the treadwear rating stamped on the tire. There will be no exceptions for tire treadwear ratings unlike what is stated in OTA classing regulations.

f. Flags

*NOTE: The following clarification is provided so that the Red Flag has the same definition for all disciplines including Road Race, Time Attack, and Lapping.*

Red Flag - "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." (Excerpt from WCMA Road Race Regulations)

#### 14. Post Session Impound and Protests

- After the completion of each session, or while the competing vehicles are returning off track/through pit lane to the paddocks, any WSCC official has the right to ask a vehicle, or vehicles, to proceed to an impound area where the vehicle will be inspected for technical compliance.
- Vehicles may only be inspected with a team representative present.
- Any competitor placed in a higher class due to a classing infraction may adhere to safety requirements of their original registered class at the discretion of WSCC Staff. This ruling will be determined and administered by a WSCC official at WSCC officials' discretion. Only one exception of this type will be allowed, if the competitor returns without valid safety requirements at a subsequent event, he/she will not be allowed to compete. If the discrepancy is deemed intentional under classing to avoid safety requirements, the competitor will be disqualified and will not be allowed to compete.
- All protests must be made in person immediately after finding the infraction.
- Competitors must be able to produce a copy of their PIP classing schedule on location in the form of either a paper or digital copy. Any discrepancies found between the classing sheet and the competitor's car that places the competitor in a lower class will result in the competitor's class being changed to the proper class for that event and all prior events of the year. Repeat violators will be subject to greater penalties. Failure to provide a classing sheet will put the competitor into the EXTREME class for the event.

#### 15. Timing & Scoring

- WSCC officials will conduct all timing and scoring.
- During a WSCC event each of the timed laps will count toward class standings and records.
- All times posted (printed copies, social media, Mylaps Speedhive, or others) will be unofficial until WSCC officials have approved and verified times and entries.

- d. All vehicles competing in the series points championship must use certified AMB / MyLaps transponders. Transponders shall be requested as part of the registration process and will be made available at the concession building at time of registration. The cost of renting a transponder is \$30.00/day or \$50.00/weekend. Contact the Time Attack Director if further information on transponders is required.
- e. All rental transponders remain the property of WSCC. You will be required to leave a provincial driver's license with the Registrar when you pick up your transponder. NO EXCEPTIONS!
- f. If you will be leaving the track after Saturday's races, you must return your transponder to get your license. Please see the Timing and Scoring team before they leave for the day to retrieve your license.
- g. If a rental transponder is lost or severely damaged, the entrant will be required to purchase a replacement unit for approximately \$750.00.
- h. Participants who leave the event without returning the transponder will be fined \$50.00 if the transponder is not returned to the WSCC within five (5) working days. If the transponder is not returned to WSCC before the next event(s), the entrant will be assessed the rental fee of \$50 for every event that the transponder is not available for use.
- i. If a transponder has not been returned within three (3) events after the driver failed to hand the transponder in at the end of an event, the transponder is deemed to be lost, and the full replacement cost of approx. \$750 will be charged.

## 16. Group Championship Series Points

- a. The "Group Championship Series" provides a competitive format based on the class of the car. Competitors will be competing for points against only those in the same group. Refer to "Car Classification" in these supplementary regulations for information on how to properly class your car.
- b. There will be the following Groups: T, GT, SGT, MOD, Extreme and Rookie.
- c. Competitors must submit their car classing information to [secretary@wsc.mb.ca](mailto:secretary@wsc.mb.ca) to be eligible for points. Cars that do not submit their classing information will still be eligible to participate but will not earn points.
- d. Every competitor must participate in a minimum of five (5) Time Attack events to be eligible to be counted in the championship of the year.
- e. Competitors will be scored based on their fastest lap time from each event. Points are awarded based on the following formula:  

$$(\text{Fastest PAX time in your group} \div \text{Your fastest PAX time}) \times 100$$
 PAX factors are listed in the Rookie section (see Article 17)  
 Extreme will be running on raw time (no PAX factor).
- f. A competitor's best 8 out of 10 events of the season will count towards championship scoring.

## 17. Rookie Championship Series Points

- a. The “Rookie Series” allows newcomers to participate in a championship series and limit the competition within the group of rookies. A rookie is defined as someone who begins a race season with less than eight (8) Time Attack events in their current racing history. A participant may retain rookie status over a maximum of two years, or until they have participated in eight (8) events – whichever occurs first.

*NOTE: Participation in a single event is defined as having completed one or more laps in a single session and is not dependent on having completed all scheduled sessions for that day.*

- b. To score dissimilar classes, a competitor’s fastest time is multiplied by their class PAX factor to give them their PAX Time. The PAX factor represents the indexed performance potential of each class defined by the Ontario Time Attack (OTA) Classification System. The PAX format, shown below, will be used for the Rookie Series
- c. Competitors will be scored based on their fastest lap time from each event. Points are awarded based on the following formula:  
(Fastest event PAX time ÷ Your fastest PAX time) X 100
- d. A competitor’s best 8 out of 10 events of the season will count towards championship scoring.

CLASS	PAX FACTOR
MOD 1	1.052
MOD 2	1.012
MOD3	1.000
SGT1	0.988
SGT2	0.976
SGT3	0.964
GT1	0.952
GT2	0.940
GT3	0.928
GT4	0.916
T1	0.904
T2	0.892
T3	0.880

## 18. Paddock Rules

- a. Pit speed limit is 20 kph
- b. The WSCC, event organizers and/or promoters and the venue owners and/or operators will not be held responsible for any competitor's or team member's loss of property or damage to property during the duration of the event. It is your responsibility to ensure you safeguard yourself against any loss. If you do incur such a loss, you will not make a claim against the WSCC, the event organizers and/or promoters and the venue owners and/or operators for the loss or damage to property. There are no exceptions to this requirement.
- c. Competitors are responsible for ensuring their pit area is properly maintained through-out the event and is cleaned up before leaving.
- d. Competitors are fully liable for the actions of their guests and pit crew.
- e. Any competitor who registers for a volunteer job and fails to perform that volunteer job without notifying the Time Attack Director or event officials will be subject to a fine of \$50.
- f. Refer to "Gimli Motorsports Park Rules" in these supplementary regulations for more information on facility rules.

## 19. Gimli Motorsports Park (GMP) Rules

- a. In addition to Paddock Rules, competitors, pit crew, guests and spectators must abide by the park rules. Refer to the WSCC Forum for current version of the rules at:  
<https://forums.wsc.mb.ca/index.php?/topic/12814-gmp-st-andrews-venue-rules/>