

NASCC 2017 ICE RACE, SUPPLEMENTAL REGULATIONS

Final Revision (January 10th, 2017)

IMPORTANT – MAJOR CHANGES in 2017: Addition of new second Chevette Street Stud class CHSS. Addition of Street Studs in both Chevette Classes and Maita Class. LS – Limited Stud and NE- Neon major changes to bolted tire specifications. Addition of a 1430 kg, 3150 lbs weight limit for AW Class (4 wheel drive, all wheel drive). Add recommendation of an additional diagonal or front to back roof bar in roll cage (Jones Bar). Remove requirement for muffler, but maintain noise limit level except for Chevettel. Remove reference to Black Rocket or Pryme (previously Menard) rally tire for AW Class. Seat Belt widths have been revised as per WCMA specifications to ensure proper fit in conjunction with a HANS-style device. Windows section has been rewritten to clarify that stock windows can be used in the fully up or fully down position and window net use.

These rules are designed to make the activities of ice racing easier to understand and control for safe, fair and fun motorsport competition. When reading and interpreting these rules, you should remember the spirit of the regulations and understand that interpretation of any rule should be discussed with the Organizers before assuming that your interpretation is legal. These rules are not intended to “catch” the competitor, but rather to be a guideline to help you build a safe racecar that is legal within this race series.

The currently web posted *WESTERN CANADA MOTORSPORT ASSOCIATION SPORTING REGULATIONS, RACE* are in effect and govern the operations of this Ice Race Series. Any and all issues not specifically dealt with in these *NASCC 2017 Ice Race, Supplemental Regulations* will be handled as covered by the above mentioned regulations, or the currently posted *WESTERN CANADA MOTORSPORT ASSOCIATION TECHNICAL REGULATIONS, RACE*.

Please note that the WCMA Sporting Regulations, Race 2016 state that it is the responsibility of each person to familiarize themselves with the WCMA regulations. Following is the WCMA rule in-part;

1.4. Knowledge Of Regulations

1.4.a. Every person, body, group of persons, etc., promoting a series; organizing a competition or event or taking part therein; or by and upon applying for an agreement, sanction or permit or license of any kind from WCMA; by and upon participation at a competition as an entrant, driver or otherwise recognize that:

1.4.a.i. They have acquainted themselves with these regulations.

TRACK

The track shall have a minimum width of 12 m. on the straights and 18 m. on the corners. The maximum straight length shall be 400 m. The corners at the ends of the straight(s) will be designed to reduce speed in order to preserve the track surface. The track layout will be planned and supervised by a committee selected by the class representatives and race organizers.

Races may be run both clockwise and counter-clockwise on a course of approximately 2 km in length.

DRIVER ELIGIBILITY

All drivers must be of a WCMA recognized club and hold a valid membership card. In addition to a valid provincial operators license the driver must hold a current ASN Competition License of at least Basic grade. All drivers with no previous racing experience shall be required to display a novice triangle on the rear of their vehicle for their first three race events. This triangle shall have a minimum dimension of 15 cm per side with a stroke width of at least 3 cm. Competitors will be required to

obtain a WCMA Drivers Log Book. This Log Book will be handed to the Registrar at each race meet and then picked up at the conclusion of each race meet. The WCMA will supply the initial Log Book free of charge. In case of loss a replacement will be supplied for a \$10.00 fee. Failure to produce a Log Book will result in the competitor's entry being refused. Log Books are a continuous record and can be used from year to year until filled. If a Log Book is filled a new one will be supplied free of charge.

VEHICLE ELIGIBILITY

As a rule, eligible vehicles will be compact sedans, coupes or station wagons. All cars shall present a neat and clean appearance.

The following vehicles are **NOT** eligible for NASCC ice race competition:

- A. Those with a racing weight in excess of 1250 kg (2750 lbs) for 2WD cars and 1430 kg (3150 lbs) for AW Class (4 wheel drive, all wheel drive).
- B. Those with a wheelbase in excess of 280 cm. (110 in.)
- C. All terrain, commercial, open wheel, truck or dune buggy vehicles.
- D. Tube chassis vehicles are not permitted.

VEHICLE PREPARATION

All competition vehicles must conform to the current WCMA Competition Race Regulations.

1) ROLL CAGES

All competing vehicles must be equipped with a roll cage complying with WCMA Race Competition Regulations (current Edition) Appendix 1: "ROLL CAGE SPECIFICATIONS". The main hoop must be one continuous length of tubing with smooth continuous bends. It shall be the width of the driver's compartment and as near the roof as possible. The hoop must have two fore/aft braces and a diagonal brace. A system of head restraint **MUST** be provided. The hoop and fore/aft braces must have adequately large mounting plates to distribute impact loads over as large an area as possible. Double driver's side impact bars are mandatory. Bars shall be constructed from same material and as specified for main cage. Bars may be welded, bolted, or pinned. No bracing will be allowed ahead of the front axle centre line. Rearward bracing shall not extend farther back than 15 cm forward of the rear body panel and must not extend outboard of the inner vertical plane of the rear brake drum/disc. A diagonal or front to back roof bar (Jones Bar) is recommended so as to provide additional roll over protection.

2) BUMPERS

Bumpers may be removed. If removed, all protruding brackets and hardware must also be removed. A bumper if used must be the stock one for the year and model of the car as raced.

Bumpers may be replaced by a single piece of 2" X 6" nominal non-laminated finished soft wood lumber (such as spruce), mounted to the original bumper brackets or a REASONABLE facsimile. A piece of 1-1/2" angle iron, no more than 3/16" thick may be attached to the bumper brackets to allow the wood to be securely fastened. This piece of angle iron shall not exceed 4" in length. The wood shall not extend forward more than 3" from the closest coachwork at bumper height and the ends of the bumper shall not protrude horizontally past the inside edges of the tires on each side. Oak and other forms of hardwood are prohibited.

If bumper end-caps are lost or removed, the metal bumper ends must be closed and no sharp edges may remain. The suggested procedure is to weld a flat metal plate over the open end of the bumper with all edges ground to a smooth finish.

No replacement bumpers or other component protection is allowed except by special permission of a committee, appointed by the NASCC Executive, that will deal with these legalities. Approval must be obtained a minimum of two weeks prior to the car being presented for technical inspection at a race meet.

No other bracing is allowed ahead of the front axle centerline or within 15cm of the rear body panel. Broken or detached bumpers or hardware may cause the competitor to be Black-flagged.

3) FENDERS

Fenders are mandatory and tires shall not extend beyond them or attached flaring.

4) MUD FLAPS

Mud flaps are required behind each rear wheel and front wheels in front wheel drive vehicles. Mud flaps must cover the entire tread face of the tire and reach to within 50 mm of the road surface, but not touching the road surface when the car is static on its racing tires and in racing trim. The mud flaps must be made from a material that will effectively prevent sailing. Fenders and mud flaps are part of the coachwork and as such the loss or detachment of either will result in the competitor being 'Black Flagged'.

5) EXHAUST SYSTEMS

Exhaust systems must meet WCMA fabrication standards. Each car must reduce exhaust noise to a maximum level of 90 decibels at 30 meters (100 feet). If a vehicle is judged to be excessively loud, the competitor may be required to modify it REGARDLESS of the exact noise level produced. Some classes may require mufflers as a spec requirement as defined in each class supplemental regulations.

6) CATCH TANKS

Catch tanks must be fitted to the engine and radiator breathers. Catch tanks must be of 1 litre minimum capacity for all vehicles. They may not be housed in the driver's compartment.

7) TOW LOOPS

All vehicles must be equipped with at least one clearly visible and easily accessible tow loop at the front and at the rear of the vehicle. Tow loops must be non-protruding and designed to allow ease of hookup and prevent dragging (i.e.: no rope) Failure of a tow loop may cause a vehicle to be banned from further competition until a new and acceptable system is devised by the competitor.

8) WINDSHIELD

Windshields must be kept clear of ice and fog at all times. Ice and/or fog obstructing the driver's vision will cause the competitor to be "Black Flagged". Windshield wipers are required on all competition vehicles. It is recommended the windshield be retained with exterior window clips.

9) WINDOWS

Stock drivers side window either has to be fully up or fully down. Regardless of window position a window racing net must cover the driver's window opening and it is recommended that it be attached to the roll cage and not the door. Window nets must be in good condition. The window net release shall be placed so that safety workers may easily find it in an emergency. If a stock window is used in the up position be aware that rescue workers may have to break the window to gain access. All windows may be replaced with an alternate polycarbonate material (Lexan not Plexiglas) but competitors must install the driver's door window with a view to easy emergency access from the outside. If, in the judgment of the scrutineer, any competitor's use of this material may cause a problem with vision or access, the competitor will be required to remove the material before competition.

10) LIGHTS

All cars must have functioning headlights, taillights, and brake lights. All lights must conform to the minimum standards of the Provincial Highways Act. Cars must have a minimum of four rear facing brake/tail lights at least two of which must be high-powered 32w (i.e. 1157 type), or high intensity red LED, mounted on or above the trunk lid. The lenses of these lamps must be coloured red. The starter will require competitors to use their lights during practice and racing. Additionally, one rear facing, high intensity AMBER coloured fog lamp, incandescent or High intensity LED, must be installed on top of the roof. Cars without functioning lights may be excluded from further competition.

11) EQUIPMENT

All tools and equipment carried in the vehicle must be securely fastened. Fire extinguishers are strongly recommended and must be securely mounted so as not to come loose in the event of an accident.

12) BALLAST

Ballast may be used in the vehicles to enhance handling characteristics. However any ballast must be securely mounted within the coachwork so that it cannot come loose in the event of an accident and become a danger to the driver or other competitors.

13) HOOD FASTENERS

Hoods, rear hatches, and trunk lids must be double latched and secured by other methods than the stock latch. Acceptable methods are hood pins, bolts or straps.

14) BRAKES

No car shall have ABS(Anti-Lock Brake System), all cars equipped with ABS are required to disable the ABS system before competition.

15) COMPETITION NUMBERS

All vehicles must display their competition number on both sides of the vehicle between front and rear wheels and on the front hood. Numbers must be a minimum of 10" in height and 2" in width. They must clearly contrast with the colour of the car. If numbers are illegible, cars will not be timed or lap scored. Each driver will apply for a distinct number from the Registrar (\$5.00 fee) prior to the first event being entered. Numbers not used for a period of two years will be dropped from the list.

16) ENVIRONMENT

It is recommended that biodegradable antifreeze be used if available. Any vehicle losing oil, coolant, or fuel during a competition will be Black Flagged. The competitor will be responsible for the cleanup of any spills.

A car will not be allowed to resume competition until the cause of the leak has been found and repaired to the satisfaction of the Officials. Each competitor is responsible for minimizing leaks or spills and for the cleanup of their own pit and/or paddock area. Oil spills in the pits or paddock will not be tolerated. Each competitor is required to have a drip pan and a method of containing any spills or drips (i.e.: old piece of carpet) when parked in the pit area. The utmost care must be taken to prevent any lake water contamination from leaking fluids, spills etc. It is the responsibility of every competitor to collect and dispose of their refuse (in other words -take it home with you).

17) VEHICLE LOG BOOKS

A Vehicle Log Book will be issued to each competing, vehicle. It will be the sole responsibility of the entrant to produce this Log Book to the Scrutineer at each event. Failure to produce this Log Book could result in the entry being refused. If the Log Book is lost for any reason, a new one will be issued for a fee of \$10.00.

18) TIMING TRANSMITTERS

To qualify for a grid position and to be scored in a race each vehicle must have a “dBcom TX1C” timing transmitter installed, and it must be functioning. The transmitter frequency number must be unique in the Classes the vehicle is entered in. The transmitter mounting location will be determined in cooperation with the “Timing and Scoring Officials”. These transmitters can be purchased from NASCC at a cost of \$200 in 2017. Rental transmitters will ONLY be available to competitors from outside the Alberta region.

CAR CLASSES: (There will be seven classes as follows)**1) NS CLASS (No-Stud)**

This class is for two wheel drive cars running normal DOT approved unstudded tires. No studding, tractionizing or other modification of the tire is allowed. Also called “Rubber-to-Ice”.

2) CH CLASS (Chevette)

This is a “spec” class for Chevrolet Chevettes and equivalents (factory/showroom specifications). No modifications are allowed other than those required to meet the previously mentioned safety requirements (i.e. roll cage, window nets, lights, mud flaps), except elimination of the passenger seat, after market replacement of head and taillights with DOT approved equivalents, and locking of the differential. All cars in this class will run on identical spec street studded tires, which has changed beginning 2013, see pages 6-7 on tire specs. For a complete list of CH Class specifications please contact the class representative, or view the NASCC.ab.ca website, Ice Racing Page, for the Chevette supplemental Regulations.

3) CHSS CLASS (Chevette Street Stud)

This is a “spec” class for Chevrolet Chevettes and equivalents (factory/showroom specifications). No modifications are allowed other than those required to meet the previously mentioned safety requirements (i.e. roll cage, window nets, lights, mud flaps), except elimination of the passenger seat, after market replacement of head and taillights with DOT approved equivalents, and locking of the differential. All cars in this class will run on identical spec street studded tires, which has changed beginning 2013, see pages 6-8 on tire specs. For a complete list of CH Class specifications please contact the class representative, or view the NASCC.ab.ca website, Ice Racing Page, for the Chevette supplemental Regulations.

4) MI CLASS (Miatas on Ice)

This class is for stock prepared Mazda MX5 Miata’s from the NA series of 1989 to 1997, and NB series from 1998 to 2005, excluding MazdaSpeed versions, running on identical spec street studded tires, see pages 6-8 on tire specs. Further details on car preparation and classification are found on the NASCC.ab.ca website, Ice Racing Page, for the Miatas on Ice Supplemental Regulations.

5) NE CLASS (Neon Class)

This is a “spec” class for Chrysler/Dodge/Plymouth Neon and equivalent (factory/showroom specifications). No modifications are allowed other than those required to meet previously mentioned safety requirements. (i.e. roll cage, window nets, lights, mudflaps, interior preparation), except elimination of the passenger seat, and after market replacement of head and taillights with DOT approved equivalents. All cars in this class will run on tires specified for the class as described on pages 6-8 on tire specs. For a complete list of NE Class specifications please see the NE class supplemental regulations on the NASCC.ab.ca website, Ice Racing Page.

Class preparation inspections: As sponsor of this series the NASCC will oversee Neon Class preparation inspections as outlined in the Inspection Appendix of the NE class supplemental regulations. Briefly, competitors may request inspections of NE class vehicles for compliance with specific car preparation rules, by submitting a request in writing to the Clerk of the Course, the NASCC President or Race Director within 15 minutes of the conclusion of the last NE class race of the day, accompanied by the required fee. Inspections will be performed as outlined in the Inspection Appendix. The NASCC reserves the right to mandate inspections, following the Inspection Appendix regulations, on randomly selected NE cars.

6) LS CLASS (Limited Stud):

This class is for 2 wheel drive cars equipped with tires specified for the class as described on pages 6-8 on tire specs.

7) AW Cars (4 wheel drive, all wheel drive)

This class is for cars that have power applied to "all wheels" through a common drive train. No cars have run in this class for many years, so any racers planning to bring an AW racer should provide organizers with advance notice of a week or more to facilitate the event at track, and to designate a class tire type. Commercially available Studded Rally tires are the specified tire for this class.

TIRES AND STUDDING

A) ALL CLASSES

Dual wheels are not allowed. All rubber to ice tires shall be DOT approved and normally available at tire stores. The scrutineer is the sole judge in all matters pertaining to the legality and adequacy of competition tires. All studded tires shall be commercially available studded street or rally tires. Tubes are not required; however they are allowed in any class. Some tire shops will install tubes for racing use only.

B) TIRE DEFINITIONS

1) NS Class - Rubber to Ice, Non-Stud

All tires shall be DOT approved, and contain no studs or bolts.

2) CH Class – Chevette and CHSS - Chevette Street Stud

A spec tire must be used, starting January 2013, no grandfathering of existing tire stock is allowed. The spec tire choice for the Chevette class from 2013 forward is the Hankook I-Pike RC01 (W411), size P155/80R/13 - 79Q – (Usually found cheap at Canadian Tire) product # 0031511, manufacturer part # 1009968. The spec rim is an OEM Chevette 13" x 4.5" steel wheel.

These tires are directional, so it might be wise when mounting them to buy two spares, one for each side of the car. Tires can be fitted with TSMI 15 blue street studs in the designated manufactured locations.

3) MI Class - Miatas on Ice

A spec tire has been identified which must be used, the Hankook I-Pike RC01 (W411), size P185 section width in R14 or R15 diameter – (Usually found cheap at Canadian Tire).

These tires are directional, so it might be wise when mounting them to buy two spares, one for each side of the car. Tires can be fitted with TSMI 15 blue street studs in the designated manufactured locations.

4) AW class - 4 wheel drive

Commercially available studded rally tires that are 170 mm or wider, using studs that protrude no more than 7.5 mm, and no more than 60 studs per foot may be used. After market stud replacements or additions are not allowed (such as Kold Cutter studs). The Black Rocket or Pryme (previously Menard) Rally tire is strongly recommended.

5) LS Class – Limited Stud and NE Class – Neon

The following regulations shall apply to tires used on cars competing in the LS - Limited Stud class and the NE - Neon class for the 2017 Ice Race season.

Cars can use either Black Rocket BR 110 studded tires (Option 1) or Old Spec bolted tires with limitations (Option 2) or new spec bolted tires (Option 3) as described below and may mix and match any of these tires on the car during competition.

Option 1 Black Rocket BR 110 studded tires.

- Black Rocket tires shall be BR 110 in 13" 14" or 15" diameter
- The NASCC has a limited supply of Black Rockets available which can be purchased for a price of \$310 each. Contact Sean Finn at seanfinn@telusplanet.net for availability and purchase. The current stock is 6-15" and 4-14" tires.

Option 2 Old Specification bolted tires.

- For the 2017 season only, tires built under the old rules with ¼" bolts and either nuts or T-nuts will be allowed, tires with spot welding on one side of the nuts will be allowed but any other welding of nuts is prohibited.
- Bolts must conform to the 9 bolts per foot of tread and maximum protrusion from the tread face shall be 12 millimeters measured across the tread face.
- Any size tire can be used except T series (Space Saver spare) tires except for the Spec Neon class that shall use a tire in 185/60-14 or 185/65-14 size.
- Tires must be shaved smooth to eliminate most of the tread down to within 3 mm of the wear indicators.

Option 3 New Specification bolted tires.

New Spec bolted tires shall be constructed as follows.

- Any size steel belted radial tire can be used except T series (Space Saver spare) tires except the Spec Neon class that shall use a tire in 185/60-14 or 185/65-14 size.
- Tires shall be shaved smooth to eliminate most of the tread down to within 3 mm of the wear indicators. Tires can be shaved at the Tire Craft Lethbridge facility contact Patrick at Tire Craft, 17803 118 Avenue, Edmonton, phone # 780 452-4481 to arrange for the shaving.
- All new tires built shall utilize M6 x 1.0 x 25 mm HD Body Bolts with washer, M6 x 1.0 Zinc Top Lock Nut and ¼ x 1 ¼ Zinc Fender Washer .120 thick.
- The NASCC has purchased a significant amount of the above hardware for resale to Club Members. Contact Mark Burrough at m.burrough@shaw.ca to purchase hardware.
- The large fender style washer shall be used under the HD body bolt head on the inside and the bolt can be inserted through the tire without the need for drilling a hole. Another large fender style washer shall be used under the nut on the outside of the tire.

- A polyurethane type sealer can be used on both the inside and outside to aid in preventing leaking. A ribbon style polyurethane sealer works extremely well, is easy to use and doesn't stick to your fingers.
- Approved nut is the Top Lock Nut specified above. T-nuts are specifically excluded and no welding of nuts is allowed.
- It is recommended to use the heavy-duty high load rated tires that are available at race subsidized pricing from Cory at Fountain Tire, 9637 111 Ave, phone # 780 758-8500.
- Number of bolts is limited to 9 bolts per foot of tread.
- Maximum protrusion from the tread face shall be 12 millimeters measured across the tread face.
- The bolts may be need to be cut to meet the maximum length if required, but no sharpening of the bolt shall be done below 4mm of the end and shall follow as closely as possible the profile of the stock bolts.

DRIVER SAFETY

1) HELMETS

Helmets must be in good condition. Helmets must be classified and labeled as Snell Foundation - 2005 SA, or newer. The 2005 helmets will no longer be valid for 2019 ice racing.

2) EYE PROTECTION

It is strongly recommended that competitors use goggles or visors to provide eye protection.

3) GLOVES & CLOTHING

It is mandatory for drivers to wear a one piece fire resistant clothing manufactured from a material such as Nomex, Proban or other approved material. It is not required that this garment be approved by SFI or any other sanctioning body. Gloves and clothing must not be nylon, polyester or other highly flammable material. The scrutineer is the sole judge in all matters pertaining to the legality and adequacy of the clothing.

4) SEAT BELTS

A five point SFI approved Safety Harness is mandatory and must be of the motor sport competition type. The shoulder straps shall be of 76mm (3") minimum width, however when used in conjunction with a HANS-style device HANS-specific two-inch/three-inch hybrid shoulder straps are permitted. Lap belt and anti-submarine strap(s) shall be of 44mm (1.73") minimum width, however it is recommended that lap belts are 76mm (3") in width. The harness must have two totally separate shoulder straps mounted behind the driver with the fastening point above a line drawn from the top of the shoulder at a 45° angle (to the horizontal). The harness straps must come together in a metal-to-metal quick release common buckle. The harness must not have any discoloration or signs of wear and must be less than two years old from the date of manufacture for SFI belts, and less than 5 years old for FIA belts. The scrutineer is the sole judge in all matters pertaining to the legality and adequacy of the competition safety harnesses.

AERODYNAMIC DEVICES

1) Rear spoilers are permitted provided that they comply with the following.

- A. A production rear spoiler that is standard for that model or is readily available through aftermarket channels.

B. A lip type spoiler continuous with the deck lid fitted rearwards of the rear window, no wider than the body and bumper excluding fender flares, no further rearwards of the rear of the vehicle than the rear bumper, and may have no side panels or fences. The maximum height of this spoiler is 15cm.

2) A front spoiler may be fitted. It shall not protrude beyond the overall outline of the vehicle as viewed from above if a bumper were fitted. It must also not protrude rearward of the foremost part of the front wheel opening. The spoiler shall be no higher than the factory grill opening.

3) Longitudinal wings or rudders are strictly prohibited.

GENERAL - EVENT INFORMATION

Sanctioned by the Western Canadian Motorsport Association (WCMA) and affiliated with ASN Canada FIA.

Insurance is provided by ASN Canada FIA as identified in the "2015-16 Summary of Insurance Coverage". The insurance is specific for Ice Racing. The policy is available for viewing on the ASN Canada FIA website, or may be requested from NASCC organizers.

** Special note regarding insurance as per "current WCMA Sporting Regulations – Race"

APPENDIX A - INSURANCE REQUIREMENTS

A.2. Ice Race Event Insurance Exclusions

A.2.a. If insurance for the ice race event has been obtained through ASN Canada FIA Inc., the following exclusion is specifically in force:

A.2.b. "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."

A.2.c. The above exact wording must appear on all entry forms and event permits for ice race events sanctioned by WCMA. Member clubs are recommended to post at least one (1) sign informing everyone entering the race site of this exclusion.

Event Organizers:

Mark Burrough	(c) 587-783-2708
Sean Finn	(h) 780-434-7010
Ken Staples	(c) 780-404-3183
Rudy van Woekom	(c) 780-970-2148
Matt Beaubien	(c) 780-996-7881

Event Officials:

Clerk of the Course	Andy de Boon
Chief Course Marshal	Linda Sakaluk
Chief Communicator	Janet Norman & Blake Sakaluk
Doctors **	** Paramedics and Ambulance (BLS)
Chief Time Keeper	Brian Sinfield
Scrutineer	Gary Lohues/John Sych
Registrar	Della Berg/Linda Sakaluk
Pre-Grid	Graham Corkerton and Linda Sakaluk
Starter	Mark Andruchiw
Pace Car	TBA

Official Notice Board, will be located in the Pre-grid Area.

Class Groupings. There will be 7 race classes: NS (No-Stud), CHSS (Chevette Street Stud), CH (Chevette), MI (Miatas on Ice), LS (Limited Stud), NE (Neon) and AW (All Wheel Drive). Classes may be combined at the discretion and agreement of the Organizer, Clerk and Steward dependent on individual class car counts.

Gridding of cars for the first race of the season will be on a "first-come-first-served" basis. All other races will follow a standard procedure. Subsequent race events will be gridded on the basis of finishing positions in the prior events. In the interest of competitive racing and an interesting display of competition for spectators, the top six or more positions may be inverted at the discretion of the Clerk of the Course and the Steward of the event.

Late Grid Arrivals. Racers that arrive at the grid area late may be allowed on track to join the back of the cars that have left the grid area. Or they may be held in pit lane until the green flag is shown and only then allowed to enter the track after the last properly gridded car has passed the pit exit.

Additional Items:

All competitors are responsible for containing any fluid spills or cleaning up debris. All cars must have a drop sheet under the car when in the pits and a container available to collect any leaking fluids.

All competitors must have a fire extinguisher either in the car or in the pits. The extinguisher must be at the ready and manned during any refueling procedure.

Plexiglas (acrylic) is not allowed as a replacement for window glass. If a substitute is required for the stock window glass only Lexan (polycarbonate) material shall be used.

All cars must maintain a neat and tidy appearance. Reasonable efforts must be made to restore the appearance of a car damaged at a previous event or race. The body, paintwork and signage of the car shall remain intact at all times. Cars will not be permitted to compete with damage that has not been repaired in a workmanlike manner. There may be a prize at season end for the car best appearing throughout the year. There may be one per class which may be voted on by drivers in that class. Drivers will be responsible for organizing the prize votes.

A car that is visually unacceptable, as brought to the attention of the steward and the clerk of the course by the scrutineers prior to the start of daily racing will not be permitted to race. If this occurs the entry fee may be refunded provided the car has not yet entered the racetrack proper.

Body contact will not be tolerated! Penalties will be assessed for body contact and "unsports-man-like" conduct as observed by race officials. A penalty box rule will be in effect. If a competitor is involved in a contact incident he/she will be required to report to the "Steward" in the Pre-Grid area. Any penalties assessed will be enforced for the next race. Repeat offenders will be dealt with severely! Any driver involved in body contact and does not report with the car to the Steward in the pit lane, may start the following race from the penalty box.

The event organizers reserve the right to refuse entry to any competitor who, in their opinion, has demonstrated unsports-man-like conduct and/or dangerous behavior not in keeping with the spirit of the event.

Unless requested in writing to the registrar before the start of the event, all points will be assigned to the car number.

Competitors will be required to display in prominent view on their competition vehicles two (2) NASCC decals and two WCMA decals. Competitors will also be required to display an NASCC and a WCMA patch on their driving suit. The decals and patches will be available from the NASCC club executive. Penalty for not complying with this requirement will be exclusion from the event. Competitors are also required to display any sponsorship decals as required by the organizers. The top part of the windshield is reserved for this purpose.

SPECIAL NOTICE – RED FLAG

The Red Flag will be used in all instances of vehicle accidents where the Clerk feels the safety of the driver or other persons would be best served by “Stopping the Race” and engaging the assistance of such services as are appropriate. By example, a vehicle that is rolled over and does not continue will bring out the Red Flag, unless the location of the car is well off track and accessible to rescue from off track access points. Under a Red Flag all vehicles will stop at their earliest convenience in a safe manner and allow room for the ambulance and other service vehicles to make their way around the track.

Scoring will be done from the lap prior to the display of the red flag if the race does not restart. The competitor who caused the red flag will be scored last of the racers on track when the race is stopped.

DAILY SCHEDULE: (Appendix “A”)

The following schedule is only a guide to the typical sequence and scheduling of the parts of the race day. Schedules may be modified as necessary for special venues such as Lac La Biche.

REGISTRATION FORM AND ENTRY FEES: (Appendix “B”)

Entries shall be accepted until 11:30 am on the day of the race. Late entries may or may not be accepted at the sole discretion of the event officials.

GATE ADMISSION:

Spectators may be subject to paying the following admission Fees.

\$5.00 per person

Free for 12 & under

or \$10.00 per car

Free Admission for:

Drivers and their Pit Crew (up to 4 members) and

All Event Personnel

Additional Levee to Support Volunteer Track Workers

The NASCC Executive may include a \$10 fee per race day into the base price of race registration in order to support the travel and expenses of volunteer track workers at each event.