



**NORTHERN ALBERTA SPORTS CAR CLUB  
YEAR 2023  
ICE RACE CHAMPIONSHIP SERIES  
SUPPLEMENTARY REGULATIONS**

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 race car that is legal within this race series.

The currently web posted *Western Canada Motorsport Association Sporting and Technical Regulations* are in effect and govern the operations of this Ice Race Series. Any and all issues not specifically dealt with in these *Supplemental Regulations* will be handled as covered by the above-mentioned regulations.

Sanctioned by Western Canada Motorsports Association (WCMA)  
Affiliated with Sports Development Group (GDS) – ASN Canada

WCMA Sporting and Technical Regulations are available for  
viewing and download at [www.wcma.ca](http://www.wcma.ca)

**NOTE – 2023 supplemental regulation changes are highlighted in green throughout this document.**



## **1 GENERAL RULES AND IMPORTANT INFORMATION**

**Dates and Location** – Always check the Club website [www.nascc.ab.ca](http://www.nascc.ab.ca) or the Club's Main Facebook page (Northern Alberta Sports Car Club NASCC Racing and Events) regularly as event dates and venues are subject to change because of weather and ice conditions.

**Entry Fees and Entry Form** - Race Days fees are listed on the entry form or on the NASCC MotorsportReg (MSR) Ice Race Registration for the weekend in question. Driver's register using MSR for each race day, the Pay-as-you-Race Feature is no longer in use. Fees will not be refunded after the vehicle has entered the track. 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. Credit cards will be charged Monday after the race, so cancellations will not be charged.

**Registration** – Competitors will register via NASCC MotorsportReg account online (<https://www.motorsportreg.com/orgs/nascc>). Competitors shall immediately present their Driver's log book and Vehicle log book to appropriate event organizers on event arrival. On-site registration may be provided on a case-by-case basis.

**Insurance Waiver** – Everyone on the race site must sign an electronic insurance waiver unless they have signed an annual waiver.

**Insurance** – Insurance is provided by Stoneridge Insurance. The insurance is specific for Ice Racing. The policy may be requested from the NASCC organizers.

**Vehicle Inspection** – All ice race cars will be scrutinized by the Tech Inspector before being allowed on the track and a fully completed Technical Inspection Form submitted. New ice race cars will be required to be Inspected by a Technical Inspector and will line up at the designated site and will be inspected in the order they arrive.

**Passengers** – shall be permitted in CH and NS classes only, in both race and practice sessions, upon Scrutineer, Race Director and Clerk of the Course approval. Passengers are required to wear equivalent safety gear to Drivers, as outlined in both the NASCC Ice Race Supplemental Regulations & WCMA Sporting and/or Technical regulations (including Helmet, FR Coveralls, Gloves, Footwear).

Cars carrying passengers shall have the same level of safety as for the driver (seat, window net, 5-point active SFI/FIA harness, 2-door bars). Ice-race roof cage bars shall not present in the same plane as passenger's head, there must be ample room (minimum 2" air gap) between passenger helmet and cage to ensure safety.

Any car carrying a passenger shall request approval at Scrutineering, presenting all passenger safety gear, passenger proof of waiver, and a compliant car. Upon receiving Scrutineer approval competitor shall receive a passenger tech sticker – only cars with active passenger tech stickers will be allowed on track with a passenger.

Drivers will be accountable for ensuring their Passenger safety equipment (same as required for Driver) is presented and tech and receives a specific, season-based, passenger tech sticker. Drivers and Passengers will be subject to all the same tech rules as currently apply – cars carrying Passengers to grid without approved Passenger tech stickers will be denied race entry.

Waiver requirements largely echo that of safety requirements - all passengers shall complete the requisite competition insurance, organizing and sanctioning waivers prior to entering cars or the track.

Passengers who are minors have specific additive requirements. Minors are defined as children who have passed their 14th birthday and have not yet reached their 18th birthday. Passengers who are minors who have passed their 14th birthday may be a passenger in a car with any driver, so long as they have completed the appropriate minor waiver. A minor waiver will be completed by all minor passengers prior to them entering the vehicle. **Drivers will be accountable for providing proof of waiver of passengers to the Scrutineer the morning of the event at tech inspection, failure to do so will result in denial of Passenger tech sticker and denial of entry to track.**

**Any violation of the passenger rule will result in immediate exclusion of competitor from the race day, further penalties/sanctions may be levied at discretion of Stewards / Organizers up to and including the permanent exclusion from any future events.**

**Conduct** – Unsportsmanlike conduct by any driver or crew member will result in the team losing all points for the day and their entry refused for the next event. If a second incident occurs, entries for the rest of the season will be refused and a report sent to WCMA. Any sort of verbal abuse or abusive language is considered unsportsmanlike conduct.

**Car Appearance** - 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. Cars will not be permitted to compete with damage that has not been repaired in a workmanlike manner. 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.

**Body contact** - Body contact will not be tolerated! Penalties will be assessed for body contact as observed by race officials. A penalty box rule will be in effect. If a competitor is involved in a contact incident, they will be required to report to the Steward located in pit lane. Any driver involved in body contact and that does not report with the car to the Steward in the pit lane, may start the following race from the penalty box.

**Official Notice Board** - Will be located at the Club Racing Trailer.

**Event Organizers:**

Jed Harrison/Matt Sinfield	(c) 780-616-3698 / 780-288-2961
Ken Staples	(c) 780-404-3183
Linda Sakaluk	(c) 780-497-8472

**Event Officials:**

Clerk of the Course	Andy de Boon
Chief Course Marshal	Linda Sakaluk
Chief Communicator	Janet Norman
Doctors **	** Paramedics and Ambulance (BLS)
Chief Time Keeper	Brian Sinfield / Peter Sinfield
Scrutineer	Matt Sinfield / Mat Jasman
Registrar	Della Berg/Linda Sakaluk

## **2) 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 race organizers. Races may be run both clockwise and counter-clockwise on a course of approximately 1-2 km in length.

## **3) DRIVER ELIGIBILITY**

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

- (a) WCMA Basic Ice Race, Novice or Amateur license
- (b) WCMA sanctioned club membership

All new drivers must attend an Ice Race School and be recommended by their instructor before being allowed to race. 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 which will be handed to the Registrar at each race meet and be picked up at the end of each race meet. The WCMA will supply the initial Log Book free of charge. 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.

## **4) 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 series 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.

## **5) 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.

## **6) 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 \$100.

## **7) DECALS**

Each vehicle will display a NASCC supplied decal as well as a WCMA supplied decal on each side of the car. 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.

## **8) CAR NUMBERS**

Car Numbers must be identified with Timing and Scoring at the beginning and during the season and adjustments may be required to ensure consistency and clear identification within each class.

## **9) ENVIRONMENT**

It is recommended that biodegradable antifreeze be used if available. The competitor will be responsible for the cleanup of any spills. All teams or individuals shall have a 5-gallon pail or container for scooping up any leaked oil or antifreeze. **Each competitor must take care of their impact on the environment.**

Any vehicle losing oil, coolant, or fuel during a competition will be Black Flagged. 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).

## **10) FIRE SAFETY**

All teams or individuals shall always have a 10 lbs. ABC fire extinguisher in full view and accessible. The extinguisher must be at the ready and manned during any refueling procedure.

## **11) DAILY SCHEDULE**

The actual daily schedule will be published a few days before the event, but a typical sequence and schedule of the race day will be available on the NASCC website. Schedules may be modified as necessary for special venues such as Lac La Biche.

## **12) GRIDS**

Grid position for the first race of the Ice Race Season will be on a "first come-first served" basis. All other races will be gridded in the inverted order of their finishing position in the previous race. This is also known as a reverse grid. For subsequent race weekends, the inverted grid positions will be determined by the race points to date in the Ice Race Season for the first race, and subsequent races will be reverse gridded based on finishing positions in the previous race. During a two day race weekend, the reverse grid for the second day will be determined by the finishing order from the last race of the first day.

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. 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.

Novices 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 and the comfort of the driver.

## **13) SCORING**

All races per day per class will count for points. All races will be timed so the number of laps in each race may vary.

In the case of a red flag that caused a race be cancelled before 30% of the scheduled length no points

will be awarded. If over 30% is completed of the scheduled race length it will be classed as a completed race. In the case of a Red Flag, 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.

## **14) POINTS**

2 points will be awarded to each car that starts or competes in a race; the car must cross the start/finish line at least once. Individual points for each race will be based on an increasing order of 1 point from the last place car which receives 3 points. The second place car will receive a bonus of 1 point and the first place car will receive a bonus of 3 points. ie. A 5 car grid would be pointed 10,7,5,4,3. A 4 car grid would be pointed 9,6,4,3. A 3 car grid would be pointed 8,5,3.

## **CAR CLASSES**

### **NS CLASS (No-Stud)**

This class is for 2-wheel drive cars running Toyo Observe GSi5 or GSi6 unstudded tires. Also called "Rubber-to-Ice".

### **CH CLASS (Chevette) & CHSS Class (Chevette Street stud)**

This is a "spec" class for Chevrolet Chevettes/Pontiac Acadians and equivalents. No modifications are allowed other than WCMA safety and technical requirements and aftermarket replacement of head and taillights and locking of the differential. All cars in this class will run on identical spec bolted tires as described in these supplemental regulations. These classes may have standing starts with a spacing determined by the competitors, a normal rolling start, or a standing start from the hot pit. Complete listing of Chevette Class specific regulations is found later in this document.

### **LS CLASS (Limited Stud)**

This class is for 2-wheel drive cars. All cars in this class will run on identical spec bolted tires as described in these supplemental regulations.

### **AWD 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 to facilitate the event at track, and to designate a class tire type.

## **15) TIRES AND STUDDING**

### **A) ALL CLASSES**

Dual wheels are not allowed. The scrutineer is the sole judge in all matters pertaining to the legality and adequacy of competition tires. Tubes are not required; however, they are allowed in any class.

### **B) TIRE DEFINITIONS**

#### **NS CLASS (No-Stud) - Rubber to Ice**

All tires shall be Toyo Observe GSi3, GSi5 or GSi6 and normally available at tire stores and contain no studs or bolts. No tractionizing or other modification of the tire is allowed.

#### **CH CLASS (Chevette)**

- The spec tire for the Chevette class is the Hankook iPike, Canadian Tire Certified Winter Trek

or Chevette class sponsor approved equivalent, size 155/80R13 for the Front or Rear Tires and 155/80R13 or 175/70R13 for the rear tires. The spec rim is an OEM Chevette 13" x 4.5" or 13" x 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.

- Tire must not be shaved and tread depth as measured at the centerline groove (not wear bar indicators) must be 0.350". New tires measure approximately 0.380" to 0.400".
- Inner carcass of the tire must be as manufactured.
- A 1 1/4" or 1 3/8" wood spade bit is used to remove tire tread. 16 evenly spaced holes must intersect the centre tire groove for the front tires. For rear tires 16 evenly spaced holes must intersect the centre tire groove plus another 16 holes anywhere else on the tire surface.
- All tires shall utilize M6 x 1.0 x 25 mm HD Body Bolts with washer, M6 x 1.0 Zinc Top Lock Nut and 1/4 x 1 1/4 Zinc Fender Washer .120 thick and must be used unmodified.
- The NASCC has purchased a significant amount of the above hardware for resale to Club Members. Contact Jed Harrison [Nascc.events@gmail.com](mailto:Nascc.events@gmail.com) or Landon Goudreau at [landon@endura.ca](mailto:landon@endura.ca) to purchase hardware.
- A fender washer shall be used under the HD body bolt head on the inside and the bolt will be inserted through the tire. Another fender 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.
- For front tires the number of bolts is limited to a maximum of 16 bolts per tire and the heads must intersect the centre tire groove. For rear tires 16 bolts must intersect the centre line groove and an additional 16 bolts may be added at the competitor's discretion for a maximum of 32 bolts.
- Maximum protrusion of the bolt from the washer on the outside of the tire will be measured using a commonly accepted method by a representative from the Chevette field.

#### **AWD Cars (4 wheel drive, all wheel drive)**

AWD cars will run LS, NS, or CH tires and/or another class approved tire decided upon amongst the AWS class members.

#### **LS Class (Limited Stud)**

- Any size steel belted radial tire can be used except T series (Space Saver spare) tires.
- Tires shall be shaved smooth to eliminate most of the tread down to within 3 mm of the wear indicators. The NASCC has a tire shaving machine for use by Club Members.
- Tires shall utilize M6 x 1.0 x 25 mm HD Body Bolts with washer, M6 x 1.0 Zinc Top Lock Nut and 1/4 x 1 1/4 Zinc Fender Washer .120 thick.
- The NASCC has purchased a significant amount of the above hardware for resale to Club Members. Contact Jed Harrison at [Nascc.events@gmail.com](mailto:Nascc.events@gmail.com).
- The fender 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 fender 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. No welding of nuts is allowed.
- Number of bolts is limited to 9 bolts per foot of tread and maximum protrusion from the tread face shall be 12 millimeters measured across the tread face.
- The bolts may need to be cut to meet the maximum length, 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.

## **16) GENERAL PREPARTION REGULATIONS FOR ALL COMPETITORS AND VEHICLES**

### **DRIVER SAFETY**

HELMETS	Helmets must be in good condition. Helmets must be classified and labeled as Snell Foundation – SA2010, or newer. Approved Helmets can be found in WCMA Technical Regulations – Race (current Edition) APPENDIX 4.b: "COMPETITOR SAFETY EQUIPMENT - Helmets".
FRONTAL HEAD RESTRAINT	Mandatory for the LS and AW Classes and highly recommended for all otherclasses. If you use an FHR it is highly recommended to use a competition seat to get the full benefits. List of approved FHR devices can be found in WCMA Technical Regulations – Race (current Edition) APPENDIX 4.c: "COMPETITOR SAFETY EQUIPMENT - Frontal Head Restraint".
EYE PROTECTION	It is strongly recommended that competitors use goggles or visors.
CLOTHING	<p>Ice Racers drivers may use one piece Fire Resistant Coveralls (Oil Field) in place of an approved driver suit/underwear system. Coveralls must be Nomex, Proban, or equal with a CSA rating. Coveralls must be clean and good condition. Natural or Fire-Resistant fabrics (that will not melt) are worn under the coverall and an approved driver suit/underwear systems is recommended.</p> <p>Socks made from a Natural or Fire-Resistant fabric (that will not melt) are recommended. Shoes and gloves must be made of leather or any approved fire-resistant material and must contain no holes. Shoes may have synthetic rubber soles. Gloves and shoes must have a layer of fire-resistant material next to the skin. Balaclava is highly recommended and should be made of any approved fire-resistant material.</p> <p>The scrutineer is the sole judge in all matters pertaining to the legality and adequacy ofthe clothing. If you have a racing suit and racing gloves wear them.</p>
SEAT	<p>Ice Racing classes may use original equipment seats, provided shoulder harness anchor or guide is provided immediately behind the seat back at shoulder level. Seat requirements can be found in WCMA Technical Regulations – Race (current Edition) APPENDIX 2.A.2: "VEHICLE REQUIREMENTS - Seat".</p> <p>A quality racing seat is strongly recommended.</p>
DRIVER RESTRAINT SYSTEM	<p>Make sure to review WCMA Technical Regulations – Race (current Edition) APPENDIX 2.A "VEHICLE REQUIREMENTS – Driver Restraint System.</p> <p>In summary a five-point SFI or FIA approved Safety Harness is mandatory and must be of the motor sport competition type.</p> <p>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.</p>

## GENERAL VEHICLE PREPARTION

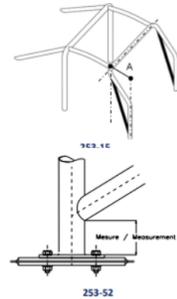
### ROLL CAGE

All competing vehicles must be equipped with a roll cage complying with WCMA Technical Regulations – Race (current Edition) APPENDIX 1: "ROLL CAGE SPECIFICATIONS".

For Ice Racing additional roof reinforcement will be needed. A diagonal roof bar (drivers front to passenger rear) is the preferred method. Cages that have already installed a “Jones” bar in the longitudinal direction are exempt from this requirement. If you have helmet clearance issues please email [NASCC.tech.director@gmail.com](mailto:NASCC.tech.director@gmail.com).

Additional vertical reinforcement of the A-pillar is recommended for all new cages where dimension A exceeds 200mm.

- iv. Roof reinforcement
  - 1. Highly recommend for all classes and, required for Ice Racing, for cages build & logbooks issued after 01.01.2019, that the upper part of the safety cage must be reinforced
    - a. as per FIA Appendix J – Article 253 8.3.2.1.3 (diagonally from passenger’s rear to driver’s corner), or
    - b. a longitudinal bar (front to back) if helmet clearance is an issue.
  - 2. For Ice Racing cages build & logbooks issued before 01.01.2019 must be retrofitted to reinforce the upper part of the safety cage
    - a. It is Highly recommend that retrofits is as per FIA Appendix J – Article 253 8.3.2.1.3 (diagonally form passenger’s rear to driver’s corner), however alternate designs are acceptable
    - b. Specific classes or individual cars maybe except from this requirement at the discretion of the WCMA Race Director or WCMA Chief Scrutineer
- v. Windscreen pillar reinforcement
  - 1. Highly recommend for all classes if dimension "A" is greater than 200 mm (Drawing 253-15)
    - a. Must be fitted on each side of the front rollbar
    - b. It may be bent on condition that it is straight in side view and that the angle of the bend does not exceed 20°.
    - c. Its upper end must be less than 100 mm from the junction between the front (lateral) rollbar and the longitudinal (transverse) member.
    - d. Its lower end must be less than 100 mm from the (front) mounting foot of front (lateral) rollbar (see Drawing 253-52 for the measurement).



### LIGHTS

All cars must have functioning headlights, taillights, brake lights and rear fog light. Cars without functioning lights may be excluded from further competition and lights must be visible while on track. Any light can be replaced with LED lights, but be aware that excessive snow build-up can occur with LED lamps. Frequent cleaning and even relocation of LED lamps may be required or even converting back to incandescent bulbs.

**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 always be operational while on track.

**Brake Lights:** Cars must have a minimum of four rear facing brake/tail lights at least two of which must be mounted on or above the trunk lid. The lenses of these lamps must be colored red.

**Rear Light:** One rear facing, high intensity light (20 Watt minimum), must be installed on top of the roof or at eye level and must always be operational while on track. The Technical Inspector will be the sole judge if a rear light is bright enough or not suitable and must be replaced.

AERODYNAMIC DEVICES	1) Rear spoilers are permitted provided that they comply with the following: A. Production rear spoiler that is standard for that model or is readily available through aftermarket channels.
	B. 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.
BALLAST	Ballast may be allowed to a maximum of 120 lbs based on class to enhance handling characteristics. Check specific class rules for allowance. All ballast shall be solid metal such as steel and must be securely mounted within the coachwork in such a fashion that a tool is required for removal of ballast and so that it cannot come loose in the event of an accident and become a danger to the driver or other competitors. To secure ballast a minimum of two 3/8" bolts and locking nuts on weights up to 60 lbs and a minimum of two 1/2" bolts on weights up to 120 lbs. 2x2x1/8" plates should be welded to the back side of any thin sheet metal used for bolting locations and the bolt must pass through the reinforcing plate.
BATTERY	Dependent on Class rules but if not specified 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. 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.
BRAKES	No car shall have ABS (Anti-Lock Brake System), all cars equipped with ABS are required to disable the ABS system before competition.
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. If bumper end-caps are lost or removed, the metal bumper ends must be closed, and no sharp edges may remain. No other bracing is allowed ahead of the front axle centerline or within 15cm of the rear body panel.
CATCH TANKS	Catch tanks must be fitted to the engine and radiator breathers. Catch tanks must be of 1-liter minimum capacity for all vehicles. They may not be housed in the driver's compartment
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 color of the car. If numbers are illegible, cars will not be timed or laps scored.
EXHAUST SYSTEM	Exhaust system 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.
FENDERS	Fenders are mandatory, and tires shall not extend beyond them or attached flaring.

FUEL	Readily available pump gasoline or diesel only (No Racing Gas or Additives).
HOODS & TRUNK LIDS	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.
INTERIORS	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. Must be clean and free of loose items. All tools and equipment carried in the vehicle must be securely fastened.
MIRRORS	Two mirrors are mandatory. One outside and one inside at the beginning of the weekend.
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.
TOW HOOKS	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). <b>THE TOW LOOP SHOULD BE CLEARLY MARKED BY A DOWNWARD POINTING ARROW.</b>
WINDOW GLASS	Window glass may be removed, but if used windows must be clear enough for full racing vision. 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 must be attached to the roll cage. 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.
WINDSHIELD AND WIPERS	Windshields must always be kept clear of ice and fog. 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.
KILL SWITCHES	<p><b>C. SAFETY KILL SWITCH</b></p> <ol style="list-style-type: none"> <li>1. A safety kill switch must be fitted. It must disable all of the electrical systems, except for Fire Suppression Systems on the vehicle. If the switch does not disable the main starter cable, the starter cable must be fitted with a fusible link. <u>The location of the switch can be inside or outside of the car and must be easily accessible by the driver and rescue workers. The switch(s) must be marked clearly (using a red spark on a blue triangle with a white border) indicating the location. The driver must be able to reach this switch with their harness on. A second switch or remote system can be used such that the driver and/or rescue can operate the switch. Battery terminals must be insulated.</u></li> <li>2. The kill switch may also be mounted remotely and operated by a pull cable with a loop in the above specified locations.</li> <li>3. The use of FIA approved electrical shut off relay systems are also permitted. Activation switch(s) must also be clearly marked.</li> </ol>

## **17) SPECIFIC CLASS REGULATIONS**

If modifications to the car are not listed in each specific class regulations they will not be allowed, no exceptions. The answer to your question – “Can I?” – is no, changes must be listed as acceptable in the rules to be allowed.

### **CH CLASS (Chevette)**

VEHICLE ELIGIBILITY	Eligible vehicles are Chevette/Acadian/Scooter/T1000 built between the years of 1976 to 1987. All parts may be interchanged between all years except for specific individual items as outlined elsewhere in these rules.
BODY	The entire body must remain stock, as produced, excluding safety modifications. The plastic front valence may be removed, as it is subject to breakage in cold weather. Hood is to be secured by at least two hood pins. The factory hood latch must be disabled. Fenders, and doors, may be interchanged between all model years.
STEERING, SUSPENSION AND BRAKES	Suspension must retain all factory stock components and not be modified. Factory adjustable components may be adjusted to improve handling (e.g. Caster, Camber, Toe, etc.). Cutting and heating of coil springs to alter ride heights is allowed. Shock absorbers are to be stock, or stock replacement units specific to the models listed. Brakes must be fully functional and not be modified in any way. Emergency brake must be connected to both rear brake assemblies, and must not influence either rear wheel in favorable manner. Steering rack must be specific to the models listed. Steering quickeners are recommended. Consult Landon Goudreau ( <a href="mailto:landon@endura.ca">landon@endura.ca</a> ) for further detailed information.
INTERIOR	Dash must remain intact. Cutting or removal of interior sheet metal is not allowed. All glass must remain stock and intact. Emergency entry into the rear hatch must be achievable from outside.
TRANSMISSION	Factory stock 4-spd. Or 5-spd. Manual. Must be operable in all gears. Must retain stock flywheel and clutch assembly. Flywheel may be resurfaced, but not lightened or modified.  Factory stock 3-spd. Automatic. Must be operable in all gears and retain stock torque converter.
BUMPERS	Factory stock bumpers and location must be retained. Factory stock impact absorbers must be retained (not modified or welded). Bumpers may be interchanged between model years.
REAR AXLE	Must be original equipment only. Ratios between 2.71:1 and 3.8:1. The 4.11:1 ratio (rare) is not allowed. Any traction improving modification is optional. The differential may be locked by any of the following means: Locker, spool, shimming or welding the spider gears.
BALLAST	No Ballast will be allowed. Rear Axle weight of all cars will be checked and must conform to a determined set number.
BATTERY	Must remain in stock location.
EXHAUST SYSTEM	Must be Factory stock or stock replacement manifold only. Exhaust manifold must remain unmodified (porting and polishing prohibited). Exhaust system must exit to the edge (left, right or rear) of the vehicle body and behind the driver. Any size tubing may be used. A muffler must be used, of any size or make.
AIR CLEANER ASSEMBLY	Must be Factory stock or stock replacement only. Air filter element may be eliminated. Aftermarket replacement filter element allowed. Inlet supply hose may be rerouted away from incoming ice and snow.

<p style="text-align: center;">VEHICLE REINFORCEMENT</p>	<p>No reinforcement of any type forward of front axle centerline or rearward of rear axle centerline. No reinforcement mounted in any vertical body surface, including any surface covered or enclosed by original body panels. "Self-expanding" foam may be used inside rear vertical panels up to the stock bumper height. A short piece of roll bar tubing may be added to the roll cage by the driver's left leg to reduce the left front wheel intrusion in the event of a hard impact to this area. Tubing shall be anchored to the inner left fender well by a steel plate no larger than 10 cm by 10 cm by 1 cm thick, either by welding or by 4 each 3/8" bolts.</p>
<p style="text-align: center;">ENGINE</p>	<p>1400CC/1600 cc factory engine only. Engine recondition allowed within factory specifications (No Performance modifications).</p> <p>Maximum cylinder overbore 0.040". Deck of cylinder block may not be resurfaced. Lightening of engine components is not permitted. Balancing of rotating assembly is allowed, however one piston, and one connecting rod must remain untouched to ensure that they have not been lightened as a set. Factory oiling system must be retained. Timing belt must remain stock or stock replacement. Timing cover may be removed.</p> <p>Factory stock cylinder head only. No cylinder head modifications are permitted (No port modifications allowed e.g. polishing, porting, port matching). Cylinder head may be resurfaced, but not beyond minimum spec of 3.550", as measured between head surfaces. Valve job must not extend any deeper than 0.375" below seating angle. Combustion chamber modifications are not allowed. Valves must be stock or stock replacement, and used as supplied, with no back cutting, undercutting, or polishing allowed. Stock or stock replacement valve springs only. Valve spring shimming to correct the spring installed pressure is allowed.</p> <p>Factory stock or stock replacement camshaft only. Factory stock lift, duration, and lobe separation dimensions only. Camshaft timing may be altered to improve performance.</p> <p>Factory stock ignition system or stock replacement only. Distributor timing may be recurved.</p> <p>Factory stock carburetor or stock replacement only. May be interchanged between model years. Carburetor must carry a factory G.M. part number. Choke assembly, including choke plate may be removed. Modification, machining and/or polishing of venturies is not permitted. Accelerator pump circuits and discharge nozzles may be enlarged. Re-jetting of carburetor to improve performance is allowed. Pollution control equipment may be removed. Base gasket heater may be removed.</p> <p>Factory stock intake manifold and remain unmodified. (Polishing, porting, port matching, etc. prohibited.)</p>
<p style="text-align: center;">RACE START PROCEDURES</p>	<p>CH and CHSS races may have standing starts with a spacing determined by the competitors, a normal rolling start, or a standing start from the hot pit.</p>
<p style="text-align: center;"><b>WINDSHIELD</b></p>	<p><b>CH and CHSS competitor shall run a factory glass windshield or a Lexan windshield, with minimum ¼" Lexan, complying with all relevant WCMA standards including strapping.</b></p>