



NASCC - 2025

Time Attack Regulations

FINAL

These rules are designed to make the activities of racing in the NASCC TIME ATTACK CHAMPIONSHIP 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 enable you to build a safe time attack car that is legal within this time attack series.

The currently web posted Western Canada Motorsport Association Sporting and Technical Regulations are in effect and govern the operations of this Time Attack Series. Any and all issues not specifically dealt with in these Supplemental Regulations will be handled as covered by WCMA & GDS regulations.

WCMA Sporting and Technical Regulations are
available for viewing and download at www.wcma.ca

Purpose

NASCC 2025 Time Attack rules are intended to provide a simple, easy-to-understand set of rules for competition. **The golden rule, to be adhered to at ALL times, is - if the regulations do not expressly permit you to do something, presume that it is not allowed.** Try not to get cute with your interpretation of the rules - if you have to ask yourself “is this going to be legal?” it probably isn't.

These rules are designed to encourage competition, inclusivity, and safety. Street and Street+ class accommodates a wide variety of vehicles while maintaining some restrictions for balance, and Race class allows for more extreme builds and modifications.

Event & Championship Scoring

Event scoring

Drivers will be scored on an event by event basis. An event is considered one race weekend. Results will be categorized by fastest laps run across an event in a given class. Trophies will be awarded to the driver with the fastest lap in each class. Podium celebrations will occur for the Top 3 in each class per the event schedule.

Championship

The 2025 Time Attack Championship awards points based on finishing position relative to the number of competitors at each event, using a dynamic, participation-weighted system. At each event, the fastest lap overall determines the finishing order, and the winner receives a base number of points equal to the total number of competitors. Each subsequent position receives one point less, down to a minimum of 1 point for the last finisher. This ensures that victories in larger fields are worth more, while still recognizing strong finishes in smaller events.

To incentivize excellence and podium performance, bonus points are awarded to the top 3 overall finishers at each event:

- +3 points for 1st place
- +2 points for 2nd place
- +1 point for 3rd place

Each driver, attending all events in a season, must elect to drop one event from their season championship scoring to allow for flexibility and reduce the impact of missed events or mechanical DNFs. In the case of a points tie at the end of the season, tie-breakers will be applied in the following order: most wins, head-to-head results, and fastest lap recorded across the season.

Drivers & experience required

All drivers must hold a valid WCMA Time Attack license which can be obtained at a WCMA license school, or a Friday-night pre-track event license school. Drivers must have a history of



attending lapping or time attack events in Western Canada (their motorsport reg profile can be used as a valid example of this). **Novices, defined as people entirely new to on-track driving are not eligible to participate - this is not lapping.** We encourage all novices to attend one of the many amazing lapping experiences available in Alberta (Track Junkies, Speed Freaks, DMS, and more offer great opportunities to go lapping).

Session format

Cars will be gridded and released based on times from the previous session to maximize clean runs for all competitors. The first session of each day will be determined by the pre-grid marshall.

Sessions will typically be 15-25 minutes in length and consist of:

- 1 warm-up lap run under full course caution
- Timed laps commence after a start/finish green flag and run for the majority of the session.
- Chequered flag thrown 3 minutes, or at race director discretion, allowing for a cool down lap run at reduced pace - cars to exit track via track exit following chequered - do not proceed for a 2nd cool down lap

On-track conduct

Adherence to the WCMA sporting regulations dictating code of conduct is required.

Summarized, all drivers are accountable to:

- Drive with a high-standard of cooperation aiming towards giving each other the most clean timed laps possible in a safe fashion
- **Never engage in any racing or race-like behaviour - immediate event exclusion will result**
- Aggressive driving of any sort will be penalized with a black flag
- When in doubt - proceed with caution in mind.
- Adhere to all passing rules as laid out in the Passing section.

Passing

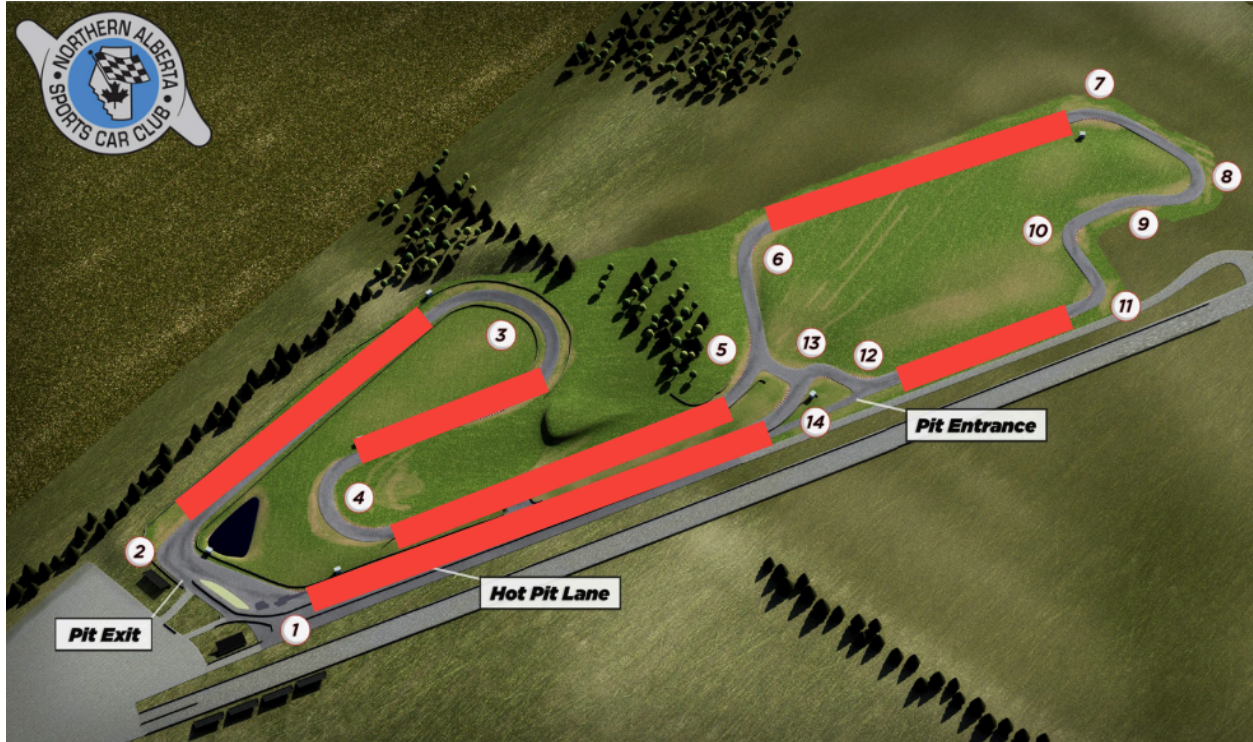
Passing will be run in accordance with [ASN Canada SDG regulations](#), summarized below:

- Passing shall be point-by only, taking place on straights as marked in red in the below track map. These straights are between corners 2&3, 3&4, 4&5, 6&7, 11&12, 14&1.
- **Cars being passed must remain on the racing line and must point or signal the passing driver to recognize the pass. Passing car shall move off the racing line to signal they are ready to pass, and commence pass once the driver ahead signals. Cars being passed *must get out of the throttle early and for as long as required to let passers proceed safely.***
- Any driver failing to safely execute a pass will be black-flagged, repeat issues will result in penalties up to and including event exclusion



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- No passing shall occur without a point-by or in any corner unless a vehicle being passed has otherwise gone 4 wheels off (4WO) or has voluntarily stopped competing, pulled far off line, and is signaling drivers to go around - in this case, all cars should slow to ensure a safe pass.



Classification

All classes

All cars must be free of any loose items, in good repair, and competitors must have completed a WCMA tech sheet filed with the chief scrutineer to receive a season tech sticker prior to competing.

In addition, all cars must be equipped with car numbers on driver and passenger doors / windows - they must be 12" tall at minimum with letters at least 1" across so as to be visible by the track marshalls. For cars without magnetic numbers or permanent decals, we suggest Green Painters tape or Masking Tape that can be run that contrasts the factory paint colour.

Class 1: Street

- **Concept**

This class is designed for vehicles with **common non-chassis modifications** that are still street-legal and could be driven daily within a maximum tire width based on drivetrain. The emphasis is on accessibility and driver skill.

- **Vehicle eligibility:**

- Vehicles must be **mass-produced, road-going vehicles** with a government-mandated VIN. Kit cars, custom built cars, etc are not permitted - see Race Class for options.
- **All internal combustion engine types are allowed**, including inline, V-type, rotary, etc. Unfortunately, we are unable to support electric vehicles at this time.
- **Forced induction is allowed**, NO nitrous or similar.
- **Engine swaps are permitted.**
- **Bolt-on modifications** are allowed, but **chassis modifications are not permitted** (WCMA-spec roll cages are encouraged).
- Vehicles must maintain a **silhouette and body shape true to the original design** - see aero section for further details on aero parts.
- **Cars must retain stock/OEM wheelbase.**
- **Vehicles must have brake lights, headlights, tail lights, mirrors, and climate control systems(AC may be removed) all in working condition.**
- **Vehicles must be street-driven with valid registration and insurance** and be capable of passing a standard provincial safety inspection.
- **Factory dashboards must be maintained** - interior stripping may include trim but cannot include any factory-included safety systems or structural bracing. Airbags may be removed or disabled.
- **Drivers may be subjected** to a "take your spouse/dog/cat/imaginary friend for ice cream" impound, demonstrating the street-legal nature of the vehicles.



- **Safety**

- **Roll Cages are not required, but are recommended. Roll cages are not permitted to extend beyond the firewall** and must comply with WCMA Technical Regulations. *Note* - roll cages not complying with WCMA requirements are not recommended.
- **Fire extinguisher within the driver's reach is required** and must be securely fastened in the car in a "quick release" fashion. This may be a traditional extinguisher or element unit.
- **Helmets are required**, along with long pants and closed-toe shoes. Helmets must comply with WCMA technical regulations.
- **Aftermarket racing seats are allowed and must be track-worthy and capable of safely securing an occupant** - seats must be fastened in at least 4 places with OEM or Grade-8 hardware or better.
- **Factory seat belts or minimum 5 or 6 point harness complying with WCMA SFI/FIA certification standards and mounting specifications are required.** Caged cars or cars running race seats must run a WCMA-legal 5-or-6 point harness complete with WCMA approved roll cage or harness bar (minimum 4 points of contact to chassis) to ensure appropriate positioning of harness mounts. Harnesses must be mounted in compliance with WCMA specifications - this means you are **not** allowed to mount harness shoulder straps at excess angles (like the floor behind the driver). This is to help prevent major injury in the event of an accident.
- **Car interiors must be free of debris** including objects hanging from rearview mirrors or otherwise capable of distracting the driver and/or affecting their ability to control the car. No loose materials of any kind, no exceptions.
- **Battery safety -**
 - **Battery relocation is not recommended** - if you do relocate the battery, it must be in a battery box, and securely mounted by at least 4 grade 5 or higher fasteners so that the battery cannot move, or come loose, while driving or in the event of an incident. The benefits of battery relocation are greatly exaggerated by the aftermarket community - just leave it where the factory put it.
 - **Battery tie downs are required** - factory tie downs are preferred, but batteries must be securely fastened and unable to move at any time.
 - **Positive terminals must be insulated** - positive battery terminals must be insulated so that no positive terminal metal is exposed or visible.
 - **Battery materials** - LiFePo4 and conventional batteries(Lead Acid and AGM) are permitted, any other battery type is explicitly not allowed. Sorry - this is a safety thing.
- **Ballast** - is not permitted in any way.

- **Aero**

- **Stock or factory optional aero is allowed** including aftermarket replica aero and EDM/JDM optional components.
- **Aftermarket aero** - is allowed, subject to the following rules:



- Cars may only have a maximum of 2 “functional major” aero components - choosing two of rear wing, rear spoiler, front splitter, or rear diffuser.
 - A “non-functional major aero component” is defined as a cosmetic factory part that provides no discernible downforce or drag advantage
- Front splitters may not extend more than 3” from the front bodywork and must be a MINIMUM of 3” from bottom of splitter to track surface
- Rear wings may not exceed 64” in width.
- Flexible aero that deforms at speed is not allowed.
- All aero MUST be securely mounted such that a scrutineer can pull, push, or otherwise stress test without failure (don’t have floppy aero bits)
- Rear diffusers may not be closer than 3” to the ground, may not extend forward of the rear axle, and may not modify the floor in any way.
- **Non-OEM flat floor pans and/or underbody trays are prohibited.**
- **Lightweight panels** - of carbon fiber / fiberglass / etc for fenders, hoods, or otherwise are allowed, however, modification to factory crash structures for cars without cages are not allowed (IE - no door bar removal, etc).
- **Hood ventilation for heat removal is permitted.**
- **Tires**
 - **DOT-approved tires with a minimum UTQG rating of 200 or higher** are required. Tires from other markets are allowed as long as they match the UTQG rating. Tires under 200 UTQG are expressly forbidden - competitors will be excluded from results.
 - **Maximum Tire Section Width** - not 245/45/17 but rather “245mm of section width” (how wide does the tire measure on a tape measure)
 - **FWD: 265mm**
 - **RWD: 265mm**
 - **AWD: 235mm**
- **Fuel**
 - **Pump gas only - gasoline and E85 are permitted** - race gas or other additives are not permitted.
 - **Auxiliary water/methanol injection is permitted** so long as combustibles are not mounted inside the passenger compartment (IE - meth reservoir must be in trunk and/or physically separated from the driver via metal bulkhead 1/8” minimum thickness per WCMA rules).



Class 2: Street+

Purpose

Street+ is subject to all of the same rules and purpose as Street, but allows for wider tire widths as defined below:

- **DOT-approved tires with a minimum UTQG rating of 200 or higher** are required. Tires from other markets are allowed as long as they match the UTQG rating. Tires under 200 UTQG are expressly forbidden - competitors will be excluded from results.
- **Minimum Tire Section Width** - to run in Street+, tires must be a minimum of the below in section width (as measured by a tape measure):
 - **FWD: 266mm**
 - **RWD: 266mm**
 - **AWD: 236mm**



Class 3: Race

- **Concept:** this class is for **extensively modified vehicles** that are primarily built for track performance, inclusive of all WCMA required safety equipment for “race” cars. This class allows for a wider range of modifications and is intended for more experienced drivers.
- **Vehicle eligibility:** vehicles must be based on **mass-produced, road-going vehicles**, but **chassis re-engineering to a tubular or partially tubular design is permitted**.
- **All internal combustion engine types are permitted** including mixed manufacturer swaps, and there are generally no restrictions on cylinder counts. Electric vehicles are unfortunately not currently permitted.
- **Drivetrain changes from FWD to AWD and RWD to AWD are allowed.**
- **Minimum weight is dependent upon engine choice, and is measured with-driver in car post-session. Minimum weights are as follows:**
 - **4-cylinder(or less) naturally aspirated** - 2,200lbs
 - **6-cylinder naturally aspirated or rotary naturally aspirated** - 2,350lbs
 - **8-cylinder naturally aspirated and/or forced induction of any kind on any cylinder/engine type** - 2,500lbs
 - Competitors under the weight limit (with driver) may add ballast, so long as it complies to the WCMA ballast mounting rules
- **Safety:**
 - Full WCMA race car spec driver safety equipment is required, this includes driving suit, head and neck restraint, helmet, balaclava, and so on - this is not an extensive list, read full WCMA regulations for details - **NO exceptions**
 - A WCMA specification roll cage per current WCMA technical regulations is **required**.
 - Cars must comply with **ALL** WCMA race car safety regulations including roll cages, harnesses, window nets, fluid containment, firewalls, fire suppression, etc - see WCMA Technical regulations for full details - **NO exceptions**.
 - **If you have a question, reach out before an event to avoid issues.**
- **Aero:**
 - Aero modifications are “unlimited” but **MUST** be securely fashioned - this means no floppy wings, flexible structures, or components that otherwise don’t pass the “I grabbed onto it and pulled hard and it didn’t rip off” test.
 - Alternate materials are allowed for body panels.
- **Tires:**
 - Any DOT tire or racing slick is allowed complying with the below maximum section width restrictions (as measured by tape measure):
 - **FWD:** 295mm
 - **RWD:** 295mm
 - **AWD:** 265mm
- **Fuel:**
 - **Unleaded, E85, race gas, and fuel additives are permitted** - alcohol and non-conventional combustibles are NOT permitted.



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- Fuel cells meeting WCMA technical regulations for cell-type and installation requirements are permitted.
- **Auxiliary water/methanol injection is permitted** so long as combustibles are not mounted inside the passenger compartment (IE - meth reservoir must be in trunk and/or physically separated from the driver via metal bulkhead 1/8" minimum thickness per WCMA rules).
- **Transmissions**
 - Gearbox modifications are "unlimited", sequential gearboxes are allowed.



Revision history

Version	Date	Author	Comments
3	3/5/25	Matt Sinfield	Updated based on community feedback. Released as draft for community review.
4	3/10/25	Matt Sinfield	Community feedback inclusion - airbags.
5	5/28/25	Matt Sinfield	Community feedback - adjusted Street and Street+ tire width differential. Issued as final for 2025 season.
6	6/9/25	Matt Sinfield	Added event & championship scoring, driver requirements, passing zone definition, car number requirements, and on-track conduct rules.

