WINNIPEG SPORTS CAR CLUB (WSCC)

ICE RACE

SUPPLEMENTARY REGULATIONS - 2027

***Sanctioned by WCMA and affiliated with GDS Canada FIA Inc.*

Full GDS / WCMA Competition Rule books are available for viewing and download at www.wcma.ca

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1. WSCC 2027 ICE RACING OVERVIEW

Winnipeg Sports Car Club (WSCC) Ice Racing Championship Series 2027, five weekend events, six days of competitive ice racing.

Apart from the final double-header race weekend, each typical ice racing weekend will consist of two separate event days:

- **Saturday:** A non-competitive day featuring practice, rookie school/orientation, and Ice Drift sessions
- **Sunday:** Competitive, spectator-friendly ice racing, along with lapping sessions for the Ice Drift group

The season will conclude with a double-header race weekend in Gimli, featuring an Icelandic Pursuit Race for both the Street Safe and Studded Classes.

The WSCC Ice Race Volunteer Appreciation Banquet and Awards Presentation is scheduled for the Saturday evening at Lakeview Resort Hotel, Gimli.

The 2027 WSCC Ice Racing season will include three car classes:

1. Ice Drift
2. Street Safe Class
3. Studded Class

Ice Drift is a non-competitive, non-sanctioned component of our sport, designed to attract enthusiasts who enjoy lapping and drifting their vehicles on a purpose-built ice racing track in a safe and organized environment.

Minimal vehicle preparation is generally required, making this an extremely cost-effective form of motorsport. First-time participants are provided with coaching and an orientation session on Saturdays. Completion of this session is also a requirement for first-time participants wishing to enter the Sunday event.

A single passenger is permitted, helping promote the fun and excitement of this class.

All drivers are required to obtain a WSCC club membership to register and participate.

The Fire on Ice – ***Street Safe Class*** is designed to provide a safe and cost-effective entry into competitive door-to-door ice racing. With an emphasis on affordability and growing the sport, vehicle preparation requirements are kept to a minimum. Cars are restricted to non-studded DOT-approved winter tires.

Entrants must hold a WCMA competition racing licence and a WSCC club membership. New drivers must successfully complete the required rookie school/orientation session, available on

Saturday to qualify for a WCMA licence. Drivers in this class are permitted to carry a single passenger, helping promote the fun and excitement of the sport.

The Fire on Ice – ***Studded Class*** follows a long tradition of competitive club ice racing, with an emphasis on small, front-wheel-drive cars.

Vehicle preparation requirements are more stringent than those of the Street Safe class and include an approved safety cage due to the higher speeds involved.

A common-spec studded tire is required to help ensure competitive equality while keeping costs affordable.

Entrants must hold a WCMA competition racing licence and a WSCC club membership. New drivers must successfully complete the required rookie school/orientation session, available on Saturday to qualify for a WCMA licence. Passengers are not permitted during qualifying or racing sessions in this class.

Important Regulatory Information

All racers must review the following regulations before participating:

- WCMA Sporting Regulations – 2026
- WCMA Technical Regulations – 2026
- WSCC Ice Race Supplementary Regulations - 2027 (this document)

In the event of a conflict between these WSCC Supplementary Regulations and WCMA regulations, the more restrictive requirement shall apply unless otherwise directed by the Chief Steward.

Questions regarding WSCC Ice Racing may be directed to the WSCC Ice Race Director.

2. ICE RACE EVENT INFORMATION

2.1. SCHEDULE

Date	Location	Event
January 2	Winnipeg Water Ski Park (Lake Shirley)	Rookie School, Practice and Ice Drift
January 3	Winnipeg Water Ski Park (Lake Shirley)	Race Event #1
January 16	Winnipeg Water Ski Park (Lake Shirley)	Rookie School, Practice and Ice Drift
January 17	Winnipeg Water Ski Park (Lake Shirley)	Race Event #2
January 30	Winnipeg Water Ski Park (Lake Shirley)	Rookie School, Practice and Ice Drift
January 31	Winnipeg Water Ski Park (Lake Shirley)	Race Event #3
February 14	Winnipeg Beach Winter Festival	Rookie School, Practice and Ice Drift
February 15	Winnipeg Beach Winter Festival	Race Event #4
March 6	Gimli Winter Ice Festival	Race Event #5
March 7	Gimli Winter Ice Festival	Race Event #6

If an event weekend must be cancelled, every effort will be made to reschedule the event for the following weekend.

The Ice Race Director reserves the right to cancel, postpone, shorten, modify, or abandon any event, race, session, or schedule where weather, ice conditions, safety concerns, or operational requirements make such action necessary.

IMPORTANT: Event dates, venues, and schedules are subject to change. Please check the WSCC website regularly under *Ice Race Announcements* for updates.

2.2. REGISTRATION

Registration and payment are completed exclusively through MotorsportReg.com (MSR). All entrants must create a free MSR account before registering for an event. Events will be posted on MSR once the season schedule has been confirmed, with registration typically opening 14 days before each event.

MSR is also used for WSCC memberships, WCMA racing licences, helmet rentals, banquet tickets, and other event-related services.

Visit the WSCC MotorsportReg.com (MSR) page for event registration and the latest schedule information.

Entry Fees

Event	Fee
Saturday Rookie School/Orientation (9:30–11:00 a.m.)	$20
Saturday Ice Drift and Lapping (11:00 a.m.–4:00 p.m.)	$80
Sunday Ice Drift	$80
Two-Day Ice Drift Entry	$130
Sunday Fire on Ice (Street Safe and Studded) Racing	$130

***Note**: Sunday Fire on Ice Racing (Street Safe and Studded) registration includes complimentary lapping on Saturday.*

Refund Policy

If an entrant has registered and paid but is unable to attend or start an event for any reason, the entry fee will be refunded. No refunds will be issued once a vehicle has started an event, defined as having entered the actual track surface.

2.3. INSURANCE

Everyone entering the race venue must provide proof of or sign the required event waiver at gate entry. Electronic waivers will be available via the MSR online registration process, or WSCC Ice Racing website. Entrants may also obtain a WCMA Annual Hard Card, which retains a signed waiver on file.

It is the responsibility of each driver to ensure that all pit crew members and guests have completed the required electronic waiver. Failure to comply may result in driver penalties or disqualification.

If assistance with the waiver process is required, please see the Event Registrar in the pit area. Event officials may conduct crew waiver spot checks at any event. See Rule 7.4 of the WCMA Sporting Regulations – 2026– Race.

2.4. RACE OFFICIALS

The following officials are assigned to the 2027 WSCC Ice Racing Championship Series:

Position	Official
Ice Race Director	Mike Demchenko
Ice Race Co-Director	Steve Leiding
Series Steward	Bob Willmott
Clerk of the Course	Jennifer Bell
Chief Course Marshal	Llew Taylor
Timing and Scoring	Wayne Schellekens
Chief Starter	Llew Taylor
Pre-Grid Marshal	TBD
Tow/Recovery	Stu Jackson
Registrar	Gloria Gordienko
Chief Scrutineer	Al Marcoux
Medical Response	Amy Walker (EMT)

For the purposes of these regulations, the term "Event Officials" includes the Ice Race Director, Race Steward, Clerk of the Course, Scrutineers, Marshals, and any other individuals appointed by the organizer to oversee the event.

2.5. CAR NUMBERS

All cars on track must be clearly identified with their assigned car number displayed on both sides of the vehicle. Displaying the car number on the hood is also recommended.

Numbers must be a minimum of 10 inches high and displayed in a colour that provides clear contrast against the vehicle's bodywork.

Racers may pre-register and reserve their preferred car number for the season by contacting the WSCC Ice Race Director and/or responding to the online registry posted on the WSCC Ice Race Forum (category **Ice Race General Discussion**; pinned topic **Ice Race Car Numbers**.)

2.6. SPONSOR DECALS

Cars may be required to display event or race series sponsorship decals. Required decals will be provided accordingly.

The upper area of the front windshield is reserved for series sponsor decals. Any additional required sponsorship decals must be prominently displayed on the sides of the vehicle, above the vehicle's centreline.

Any car that does not properly display the required sponsorship decals, must comply by the following event or risk being excluded from season points scoring.

2.7. FLAGS

All entrants are responsible for understanding the meaning of the flags and knowing the appropriate response to each signal.

New racers are required to pass a flagging competency test to obtain a race licence.

Flags used by event marshals shall comply with the WCMA Sporting Regulations – 2026 (Section 9, page 35).

2.8. GRID

Grid positions for the first race of the first event will be determined by either a scrambled grid, or a random draw. The method will be confirmed at the pre-race Drivers' Meeting.

For all subsequent races, the top six cars from the previous race will start in reverse order of their finishing positions. This format is commonly referred to as a reverse grid. Any remaining cars will start in the order which they finish the previous race.

Grid positions for the first race of each subsequent event weekend will be determined by the current season point standings.

Drivers designated as rookies will be gridded at the rear of the field for their first race event. Grid positions for future events will be determined at the discretion of track officials.

Cars must reach the grid before the previous class takes the checkered flag. Cars arriving after this time may be gridded at the back of the field in order of arrival.

2.9. LAPS / SESSION DURATION

Practice and Lapping Day

On practice/lapping days, each run group's session will typically be 10–15 minutes. Session duration will be based on the number of entrants. Run groups will be confirmed at the Drivers' Meeting.

Race Event Day – Ice Drift

On race event days, Ice Drift sessions will typically run 15 minutes, beginning when the cars enter the track and ending at the checkered flag. Session duration will be based on the number of entrants. Run groups and will be confirmed at the Drivers' Meeting.

Race Event Days– Fire on Ice (Street Safe and Studded Class)

Fire on Ice Street Safe and Studded Class races will typically run 12 minutes plus one lap. Race durations subject to change and will be confirmed at the Drivers' Meeting.

Run group and race durations may be shortened in the event of extensive track clean-up requirements, including situations involving serious incidents or multiple vehicles.

2.10. SCORING

The number of championship point-scoring races scheduled for each event day will typically be four to five, depending on available time.

Red-Flagged Races

A red-flagged race will count as a completed race if 50% or more of the scheduled laps have been completed before the red flag is displayed.

If fewer than 50% of the scheduled laps have been completed, the race will be restarted once the track has been cleared.

Full-Course Double Yellow Flag

A full-course double yellow flag will be displayed during extensive track clean-up operations.

When a full-course double yellow is displayed, all racing must cease. Cars must proceed slowly around the track in parade formation until racing is authorized to resume by the display of a green flag. All laps completed under yellow will count. However, a minimum of two consecutive green-flag laps will be required to complete the race.

Following a full-course double yellow situation, the return to racing will be signalled to the lead car with a green flag at the start/finish line.

During a full-course double yellow situation, drivers may be instructed to stop and form a grid in a designated section of the track, typically the back straight, while officials determine when it is safe to resume racing. Cars must remain in the order they occupied when the yellow flags were displayed.

Red-Flag Situations Involving Snowbanks

If a red flag is displayed because a car is stuck in a snowbank in an unsafe location, the car determined to be responsible for causing the red flag will restart at the back of the grid.

Tow Assistance

If a car requires tow assistance more than once during a race, it will be disqualified from that race and must return to the pit area.

Special Event Races

Special event races, including the Icelandic Pursuit Race, do not count toward season championship points.

2.11. POINTS

Individual championship points for each daily race will be awarded according to the following descending scale:

Finishing Position	Points
1st	9
2nd	7
3rd	5
4th	3
5th	2
6th	1

Reduced Point Structure

Classes with fewer than six cars on grid at the start of an event will receive a reduced points allocation. Examples:

Number of Cars	Points Allocation
5 cars	7, 5, 3, 2, 1
3 cars	3, 2, 1

One additional point will be awarded to competitors who complete 50% or more of the race.

2.12. PENALTY BOX

Intentional car-to-car contact will not be tolerated.

Any competitor involved in an on-track contact incident must report to the Race Steward immediately following the race. Failure to do so may result in the driver being required to start the following race from the penalty box, regardless of fault.

Procedure Following On-Track Contact

If you are involved in a contact incident during a race, proceed to the Race Steward (Black Flag station) immediately after the race has finished. Stop and wait for instructions so that you can explain what happened.

If your car is towed from the track back to the pit area, exit your vehicle and proceed directly to the Race Steward (Black Flag station).

Both drivers involved in the incident will be expected to discuss what happened with the Steward and explain their respective perspectives of the incident.

Possible Outcomes

One of the following three outcomes will apply following an on-track contact incident:

1. **Acceptance of Responsibility:** One driver accepts responsibility for the incident. That driver will be required to start the next race from the penalty box.
2. **Agreed Racing Incident:** Both drivers (or all drivers involved) agree that the incident was a racing incident. In this case, no driver will be required to start from the penalty box.
3. **No Agreement or Acceptance of Responsibility:** If no driver accepts responsibility, or the drivers cannot reach a consensus that the incident was a racing incident, all drivers involved will be required to start the next race from the penalty box.

IMPORTANT: Decisions made by race officials regarding penalty box starts cannot be appealed or protested.

2.13. PROTESTS

Protest procedures are outlined in the WCMA Sporting Regulations – 2026, Section 21, page 57.

2.14. SAFETY AND ENVIRONMENT

Event officials retain the right to prohibit any vehicle from participating where, in their opinion, its condition, construction, modification, or operation presents an unacceptable safety risk.

All race entries must have a shovel and bucket available in their pit area.

Entrants are responsible for cleaning up spills and leaving their pit area clean before departure.

A readily accessible fire extinguisher is strongly recommended.

2.15. TRACK

Tracks must have a minimum width of 35 feet (approximately 10 metres) in all areas or be as wide as reasonably possible given track design limitations.

Races may be conducted in either a clockwise or counterclockwise direction, as determined by event officials.

Alternative track configurations may be incorporated to limit speeds of Street Safe Class to approximately 80 km/h while allowing higher top speeds for the Studded Class.

Traffic Cones, Hay Bales or Tire Barriers may be used to identify alternative corners or sections of the track.

All tracks must be designed by the organizer with priority given to the safety of drivers, passengers, and spectators.

If Street Safe class competitor speeds exceed 80 km/h on any section of the track, modifications must be made to ensure competition speeds are appropriately controlled for safety reasons.

2.16. MANDATORY DRIVERS' MEETINGS

The scheduled time for the mandatory Drivers' Meeting will be posted on the event schedule.

A five-minute warning horn will sound before the scheduled meeting. All drivers must make every reasonable effort to attend the scheduled Drivers' Meeting. Any driver who misses the meeting must check in with the WCMA Race Steward before being permitted on track.

Failure to attend the meeting without prior notification may result in a delay in the driver's ability to participate or forfeit of track sessions.

3. ICE DRIFT CLASS

3.1. GENERAL

The Ice Drift class is a non-competitive, non-sanctioned component of our ice racing events. It is intended to provide a fun, safe, and accessible opportunity for drivers who enjoy lapping and drifting on a purpose-built ice track.

Competitive racing is not permitted in this class.

3.2. DRIVER ELIGIBILITY

All drivers/entrants must possess the following, valid for the 2027 season:

- A valid provincial driver's licence.
- A WSCC or WCMA-sanctioned club membership.

Note: To promote the sport and attract newcomers, daily club memberships are available as an alternative to annual memberships. This option will be included in the online registration process.

All new drivers must attend the driver's school/orientation session before being permitted on track. These sessions will be available on Saturday morning during the first four events. First-time drivers who have not completed a Saturday orientation session will not be permitted on track during Saturday afternoon sessions or Sunday event days.

All drivers must review and understand the WSCC Supplementary Regulations (this document) and demonstrate an understanding of on-track procedures relating to flag signals. Refer to the WCMA Sporting Regulations – 2026, Section 9.

3.3. PASSENGER ELIGIBILITY

Ice Drift entrants are permitted to carry one passenger who must be at least 18 years of age. A single passenger aged 14 years or older is permitted in a plated and insured vehicle, provided the passenger is the child of the vehicle's driver/owner.

All passengers must be registered with the Pit Registrar to ensure compliance with the required waiver and safety requirements. All passengers must wear safety equipment meeting the same standards required of the driver for the applicable class.

3.4. DRIVER AND PASSENGER SAFETY EQUIPMENT REQUIREMENTS

All drivers and passengers must wear a helmet that meets at least one of the following minimum standards:

a) Snell 2015M or SA, or newer

b) ECE 22.05, with a manufacture date of 2015 or newer, as indicated on the helmet label

Helmets must be in good condition and free of cracks. The Scrutineer may disallow any helmet showing signs of damage.

Note: For any vehicle equipped with an installed safety cage or roll bar, the minimum helmet standard is Snell SA2015.

3.5. DRIVER CONDUCT

Any driver behaving recklessly or acting contrary to the safety-first philosophy of the event may be disqualified from further participation at the discretion of the Ice Race Director or Race Steward.

Speeding or tire spinning within the pit or spectator area will not be tolerated. Drivers are responsible for actions of their guests.

Depending on the track design, preferred passing areas and procedures may be identified for drivers while on track. All passing rules and procedures must be always followed. Aggressive driving that places another vehicle or driver at risk will not be tolerated.

Ice Drift participants are expected to maintain a safe distance from other vehicles while on track to minimize the potential for car-to-car contact.

An exception may be made where there is a clear, mutual agreement between participants before entering the track for tandem or group drifting.

Drivers participating in tandem or group Ice Drift sessions must respect and maintain a safe distance from other participants. Aggressive driving that places other vehicles or drivers at risk will not be tolerated.

Repeatedly driving into, bouncing off, or otherwise abusing the snowbanks will result in the driver being shown the black flag.

3.6. VEHICLE ELIGIBILITY

Vehicle width must be greater than vehicle height. All drivetrain configurations are permitted, including front-wheel drive (FWD), rear-wheel drive (RWD), and all-wheel drive (AWD).

All vehicles must be deemed safe to operate. All vehicles must have properly functioning brakes, steering, and suspension systems, as well as operational headlights, taillights, and brake lights.

Convertible vehicles without a fixed hardtop or rollover protection are prohibited.

All vehicles are subject to inspection by the Tech Inspector or Scrutineer at any time to ensure compliance with safety requirements. Vehicles deemed unsafe or found to be leaking any fluids will not be permitted on track.

3.7. VEHICLE REGULATIONS

Tow Hooks

All vehicles must have easily accessible tow hooks at both the front and rear.

If removable OEM-style threaded eyebolt tow hooks are used, they must be installed before the vehicle enters the track.

Vehicles may be denied track access if clearly accessible front and rear tow hooks are not present.

Interior

The interior must be clean and free of all loose items. Vehicles may be stripped of interior components, provided they remain free of sharp edges and the removal of components does not compromise the structural integrity of the vehicle.

Mechanical Integrity

Vehicles must be in sound mechanical condition.

Batteries, exhaust systems, bumpers, and body panels must be securely mounted.

A vehicle may be shown the black flag if any component becomes loose, drags on the ground, or otherwise creates a potential hazard to track workers, or other drivers.

Recovery of vehicles may involve the use of tow straps, chains, or other recovery equipment. Any damage resulting from normal vehicle recovery operations is the responsibility of the competitor.

Lighting

All vehicles must have functioning headlights, taillights, and brake lights.

Headlights may be standard or relocated. They must be clear or blue in colour and operational while the vehicle is on track. Two rear-facing brake lights are required. Both lenses must be red. It is recommended that each vehicle have at least one rear-facing, high-intensity amber light mounted on top of the roof at approximately eye level. The rear-facing light should have a minimum output of 55 watts (or the LED equivalent of 1,000 lumens). If two lights are used, they must be mounted side by side in the centre of the roofline.

Tires

Any commercially available DOT-approved tire may be used, provided it has a Winter rating (Three-Peak Mountain Snowflake, or IceGrip Symbol). Commercially available street-studded winter tires are permitted.

Custom-made studded tires are permitted but must meet the following specifications:

- Stud length must not exceed 8 mm beyond the tire surface. Recommended studs include, but are not limited to, MF44 studs using a 10/32-inch nut
- The number of studs must not exceed 20 per foot of tire surface. This typically equates to approximately 50–80 studs per tire, depending on tire size

4. STREET SAFE CLASS

4.1. GENERAL

The Street Safe Class is intended to provide a safe, accessible, inclusive, and cost-effective racing environment for competitors using near-stock vehicles. The Street Safe Class regulations have been developed with a strong emphasis on safety. Any competitor who deliberately violates these regulations may be subject to significant penalties and/or exclusion from further competition.

This is not a demolition derby. Intentional, reckless, or repeated car-to-car contact will not be tolerated. If a vehicle modification or safety equipment requirement is not specifically documented as permitted below, competitors should assume that it is not allowed. The Series Scrutineer, Ice Race Director, and/or Race Steward shall have final authority regarding interpretation and enforcement of these Supplementary Regulations and vehicle eligibility.

For clarification, contact the Series Scrutineer or contact the WSCC Ice Race Director.

4.2. DRIVER ELIGIBILITY

All race entrants must possess the following, valid for the 2027 season:

- A WCMA Ice Race Licence, WCMA Amateur Road Race Licence, or equivalent
- A WSCC or WCMA-sanctioned club membership

Note: To promote the sport and attract newcomers, daily club memberships are available as an alternative to annual memberships. This option will be included in the online registration process.

New entrants who do not currently hold a WCMA licence may apply online through WCMA for a Provisional Basic Ice Race Licence before entering an event. Following successful completion of a rookie orientation session (typically held on the Saturday preceding the Sunday race event),

and at the discretion of the WSCC Ice Race Director and/or their designate, the entrant's provisional licence may be upgraded to an approved Novice Ice Race Licence. For additional information regarding the rookie licensing process, please visit the WSCC Ice Racing website or contact the WSCC Ice Race Director.

4.3. PASSENGER ELIGIBILITY

Street Safe Class competitors are permitted to carry one passenger who must be at least 18 years of age. A single passenger aged 14 years or older is permitted in a plated and insured vehicle, provided the passenger is the child of the vehicle's driver/owner.

All passengers must be registered with the Pit Registrar to ensure compliance with the required waiver and safety requirements. All passengers must wear safety equipment meeting the same standards required of the driver for the applicable class.

4.4. DRIVER CONDUCT

Intentional contact is strictly prohibited. Competitors must provide adequate racing room for fellow competitors. Racing room is defined as sufficient space on the track to allow competitors to maintain control of their vehicles and manoeuvre without contacting other vehicles or the track boundaries (snowbanks).

Sudden changes in direction that impede or interfere with the path of a vehicle attempting to overtake or pass may be interpreted by officials as an attempt to deny a fellow competitor adequate racing room and may result in a penalty.

4.5. DRIVER AND PASSENGER SAFETY EQUIPMENT REQUIREMENTS

All drivers and passengers must wear a helmet that meets at least one of the following minimum standards:

a) Snell 2015M or SA, or newer
b) ECE 22.05, with a manufacture date of 2015 or newer, as indicated on the helmet label

Helmets must be in good condition and free of cracks. The Scrutineer may disallow any helmet showing signs of damage.

Note: For any vehicle equipped with an installed safety cage or roll bar, the minimum helmet standard is Snell SA2015.

One-piece fire-retardant driving suits and fire-resistant underwear are strongly recommended, with an SFI rating of 3.2/5 or higher. However, drivers may use standard fire-resistant coveralls in place of an approved driving suit and underwear system. Refer to WCMA Technical Regulations – 2026, Appendix 4, Sections D.2 and E.

4.6. VEHICLE ELIGIBILITY

Eligible vehicles are limited to compact sedans, coupes, and station wagons.

Vehicles must be front-wheel drive (FWD) or rear-wheel drive (RWD) and must have been manufactured after 1972. An AWD race class is not currently available. However, if sufficient interest is expressed, a separate AWD class may be considered. Competitors interested in an AWD class should contact the WSCC Ice Race Director.

All-terrain vehicles, commercial vehicles, open-wheel vehicles, trucks, tube-chassis vehicles, dune buggies, and any vehicle types not explicitly identified above are prohibited. Vehicles with convertible tops are not eligible.

Vehicles must not exceed a wheelbase of 110 inches or a published curb weight of 3,150 lbs, excluding the driver and passenger.

Vehicles are subject to inspection by event officials at any time before, during, or after an event.

4.7. VEHICLE PREPARATION

General

Modifications intended to extend vehicle life, minimize damage, or simplify repairs are generally permitted. Modifications primarily intended to increase vehicle performance are prohibited unless specifically allowed elsewhere in these regulations.

Roll cages are not mandatory but are recommended. Any installed roll cage must comply with WCMA roll-cage specifications as outlined in the WCMA Technical Regulations – 2026.

Tires

All vehicles must use commercially available, DOT-approved, studless radial street tires with a Winter rating (Three-Peak Mountain Snowflake or IceGrip symbol). Tires that are not commercially available for purchase by the average consumer are not eligible.

Siping and/or tractionizing of tires is permitted. Space-saver wheels and tires narrower than 155 mm are prohibited.

Tires incorporating manufacturer-added traction materials, such as walnut-shell additives, are permitted, provided the additive does not reasonably constitute a stud.

Note: For questions regarding tire eligibility and/or tractionizing, competitors should visit the WSCC Ice Racing website or contact the WSCC Ice Race Director.

Body

All vehicles must maintain a neat and tidy appearance, like that of a typical street-driven vehicle. The entire vehicle body must remain stock as originally manufactured, except for permitted safety modifications. The use of safety hood pins is recommended but not mandatory.

Body panels may be replaced with original equipment manufacturer (OEM) parts or aftermarket stock-style replacement parts. Alternative materials, including fibreglass and other lightweight composites, are prohibited. Metal sunroofs must be disabled and securely fastened.

Sunroofs made of glass, plastic, or any other non-metal material must be removed and replaced with a metal structure. Convertibles and open-top vehicles are prohibited unless a factory or aftermarket hardtop is permanently installed over a safety cage. The hardtop must be secured in a permanent, non-removable manner using Grade 8 bolts, welding, or another permanently affixed method deemed acceptable by the Scrutineer.

Factory aerodynamic components and equivalent aftermarket replica components are permitted. Non-replica aftermarket aerodynamic components are prohibited. Bumper covers may be removed provided; the original bumper structure remains intact. Competitors are encouraged to retain their bumper covers in an unmodified condition to help prevent snow damage to radiators and other sensitive components.

Crash Structures / Door Bars

All factory crash structures, door bars, and other steel crash-protection components must remain intact and must be repaired if damaged during competition. All vehicles must retain the original side-impact protection beams and internal door structures as manufactured. Modification of interior door metal panels is prohibited.

Vehicles originally manufactured without factory door bars or side-impact protection must have appropriate side-beam protection installed. The acceptability of side-beam protection is at the discretion of the Scrutineer.

Competitors wishing to enter vehicles without factory side-impact protection are encouraged to consult with the Scrutineer before the event.

Removal of interior metal from structural components, including doors, inner fenders, trunk lids, and hoods, is prohibited unless the vehicle is equipped with a roll cage.

Interior

All loose items and contents must be removed from the vehicle. Interior panels and carpeting may be removed or replaced at the competitor's discretion, provided no sharp edges or protrusions remain inside the passenger compartment.

Lighting

All vehicles must have functioning headlights, taillights, brake lights, and a rear-facing fog light.

Headlights may be OEM or aftermarket and relocated. There must be two headlights, white or blue in colour, with at least one operational always while on track. Two rear-facing brake lights are required. A third brake light may be mounted on or above the trunk lid. A factory-installed centre brake light is acceptable. All brake light lenses must be red.

Each vehicle must have at least one rear-facing, high-intensity amber light mounted on top of the roof at approximately eye level. The light must always remain operational while the vehicle is on track. The light must have a minimum output of 55 watts (or an LED equivalent of minimum 1000 lumens). If two lights are installed, they must be positioned side by side in the centre of the roofline.

Steering and Suspension

Substitution or extensive modification of the steering or suspension system is prohibited. The original suspension type and design must be retained. Conversion from one suspension type to another is prohibited. Springs and shock absorbers are unrestricted, provided the original number and type are maintained. Removal or addition of factory sway bars is permitted.

Exhaust System

Exhaust modifications are permitted. The exhaust must exit behind the competitor's position or at a point rearward of the centre of the wheelbase. Exhaust systems must be securely attached to the chassis. Safety wire is recommended at three-foot intervals beyond the header to help prevent the exhaust system from being torn away during competition.

The installation of mufflers is recommended; vehicles should not exceed 98 dBA as measured at 15 meters.

Engines, Transmissions, and Differentials

Engines, transmissions, and differentials are encouraged to remain stock; however, competitors are free to select and modify these components. Competitors are reminded that traction, rather than horsepower or torque, is the limiting factor in determining vehicle speed in the Street Safe Class.

Brakes and Wheels

Brake systems are unrestricted. All vehicles must have functional and effective brakes at every wheel. Both disc and drum brakes are permitted.

Wheels are unrestricted, provided each vehicle has only four wheels and four tires. Wheel widths and tire sizes must be suitable to ensure that neither the wheels nor tires protrude beyond the vehicle's fenders.

Space-saver wheels are prohibited.

Ballast

Additional ballast, including weights, sandbags, or similar materials, is prohibited.

Wipers

All vehicles must have an operational windshield wiper capable of adequately clearing the windshield and maintaining proper visibility for the driver.

Battery

The battery must remain in its original factory location. Relocation of the battery to the passenger compartment is prohibited.

Positive battery terminals must be insulated. The battery must be securely fastened at a minimum of two points or mounted using another method deemed acceptable by the Scrutineer. Bungee cords are not sufficient.

Vehicles with non-compliant battery installations will be excluded from competition.

Seats

Original equipment (OE) seats are permitted. Factory seats must have securely attached headrests for both the driver and passenger. If original equipment seats are replaced with aftermarket seats, the replacement seats must be securely mounted using at least four mounting points and must exceed factory safety specifications.

Seat Belts

Drivers and passengers must always wear seat belts while the vehicle is in operation. All vehicles must have at minimum a fully functional three-point safety belt made of nylon or Dacron, as originally fitted by the manufacturer. The minimum belt width is 2 inches.

SFI- or FIA-rated racing harnesses may be installed only in Street Safe vehicles equipped with a roll bar or safety cage. Harnesses must be in good condition, free of visible wear, damage, fraying, or sun bleaching, and must be within five years of their manufacture date.

Fuel Tanks

The factory fuel system must remain completely stock. Modifications to fuel-system components are prohibited, including fuel senders, pumps (OEM replacement pumps are

permitted), regulators, and associated components. The entire fuel system must remain in its original factory configuration.

Windows

Original equipment or stock-equivalent driver and passenger windows are required. All vehicles must be operated with the driver and passenger windows closed.

Factory-installed window tint that cannot be removed is permitted. All other window tint, including aftermarket tint, is prohibited and must be removed.

Windshields

Windshields must be made of original equipment glass or polycarbonate material (e.g., Lexan).

Windshields must be maintained in a condition that does not impair the driver's visibility. Cracks, scratches, or other damage must not interfere with the driver's ability to see clearly. For glass windshields, damage must not extend through both layers of glass.

Polycarbonate material (e.g., Lexan) may be used to replace a windshield only if the vehicle is equipped with a safety cage.

Horns

Horns may be retained or installed; however, the use of horns during on-track racing is prohibited.

Competitors are encouraged to show their appreciation to track workers after the checkered flag by offering friendly honks and waves.

Mirrors

All vehicles must have driver-side and passenger-side mirrors, as well as an interior rear-view mirror. A minimum of two mirrors must remain installed after an event has begun.

Mud Flaps

Mud flaps are recommended but not mandatory.

Tow Hooks

All vehicles must have clearly marked tow hooks at both the front and rear. Tow hooks must be welded or bolted in place or securely attached using tow-rated chains capable of safely extracting the vehicle from a snowbank.

Vehicles without both front and rear tow hooks will not be permitted to participate. Recovery of vehicles may involve the use of tow straps, chains, or other recovery equipment. Any damage resulting from normal vehicle recovery operations is the responsibility of the competitor.

Airbags

Airbags may be disabled or removed at the competitor's discretion.

5. STUDDED CLASS

5.1. GENERAL

The Studded Class is intended to provide a sanctioned, competitive ice racing series for drivers seeking higher-speed competition than the Street Safe rubber-tire class, using a standardized club-spec studded tire.

These regulations permit vehicle modifications intended to improve performance and reliability. However, to maintain a competitive balance, all entrants are expected to ensure that their vehicles do not exceed 140 horsepower.

If a vehicle modification, safety equipment requirement, or other change is not specifically documented as permitted below, competitors should assume that it is prohibited. The Series Scrutineer, Ice Race Director, and/or Race Steward shall have final authority regarding interpretation and enforcement of these Supplementary Regulations and vehicle eligibility. For clarification, contact the Series Scrutineer or contact WSCC Ice Race Director.

5.2. DRIVER ELIGIBILITY

All race entrants must possess the following, valid for the 2027 season:

- A WCMA Ice Race Licence, WCMA Amateur Road Race Licence, or equivalent.
- A WSCC or WCMA-sanctioned club membership.

Note: To promote the sport and attract newcomers, daily club memberships are available as an alternative to annual memberships. This option will be included in the online registration process.

New entrants who do not currently hold a WCMA licence may apply online through WCMA for a Provisional Basic Ice Race Licence before entering an event. Following successful completion of a rookie orientation session (typically held on the Saturday preceding the Sunday race event), and at the discretion of the WSCC Ice Race Director and/or their designate, the entrant's provisional licence may be upgraded to an approved Novice Ice Race Licence. For additional information regarding the rookie licensing process, please visit the WSCC Ice Racing website or contact the WSCC Ice Race Director.

5.3. PASSENGER ELIGIBILITY

Passengers are not permitted in the Studded Class during races or pre-race practice sessions.

Passengers are permitted and encouraged during Saturday practice sessions and post-race hot-lapping sessions. All passengers must be at least 18 years of age.

5.4. DRIVER CONDUCT

Intentional contact is strictly prohibited. Competitors must make every reasonable effort to provide adequate racing room for fellow competitors. Racing room is defined as sufficient space on the track to allow competitors to maintain control of their vehicles while manoeuvring in close proximity under racing conditions.

Sudden changes in direction that impede or interfere with the path of a vehicle attempting to overtake or pass may be interpreted by officials as an attempt to deny a fellow competitor adequate racing room and may result in a penalty.

Repeatedly driving into, bouncing off, or otherwise abusing the snowbanks is prohibited.

5.5. DRIVER SAFETY EQUIPMENT REQUIREMENTS

All drivers and any permitted passengers must wear a helmet that meets at least one of the following minimum standards:

a) Snell SA2015 or newer
b) ECE 22.05, with a manufacture date of 2015 or newer, as indicated on the helmet label

Helmets must be in good condition and free of cracks. The Scrutineer may disallow any helmet showing signs of damage.

A HANS device or equivalent FIA 8858-approved Frontal Head Restraint (FHR) is not mandatory but strongly recommended. **Note:** Beginning 2028, FHR shall be required for Studded Class cars. Refer to WCMA Technical Regulations – 2026, Appendix 4, Section C.

One-piece fire-retardant driving suits and fire-resistant underwear are strongly recommended, with an SFI rating of 3.2/5 or higher. However, drivers may use fire-resistant coveralls (oilfield type) in place of an approved driving suit and underwear system. Refer to WCMA Technical Regulations – 2026, Appendix 4, Sections D.2 and E.

5.6. VEHICLE ELIGIBILITY

This class is intended for smaller four-cylinder vehicles producing a maximum of 140 horsepower.

The organizer reserves the right to require supporting documentation, manufacturer specifications, dyno results, or other evidence to verify compliance with the horsepower limitation. If a vehicle is deemed to exceed the permitted horsepower, the competitor may be required to add weight, modify the vehicle configuration, or detune the engine.

All vehicles must be equipped with a safety roll cage constructed in accordance with the specifications outlined in the WCMA Technical Regulations – 2026, see Appendix 1 for complete roll-cage requirements.

New entrants planning to construct their own roll cage are strongly encouraged to contact the WSCC Ice Race Director and/or Chief Scrutineer before beginning fabrication.

The minimum vehicle weight is 1,700 lbs, excluding the driver.

Tube-frame chassis vehicles are prohibited.

Vehicles are subject to inspection by event officials at any time before, during, or after an event.

5.7. VEHICLE PREPARATION

Tires

All vehicles must use a common-specification studded tire constructed in accordance with the below specifications. **Note**: "Black Rocket" Ice Rally Tires are Grandfathered, allowing competitors from previous seasons to use current inventory, no new purchases are permitted WSCC typically organizes bulk purchases of the required tire-construction hardware and may also arrange discounted tire purchases. For pricing information regarding hardware, tires, and/or fully assembled studded racing tires, contact the WSCC Ice Race Director.

Note: WSCC may evaluate an alternative studded tire design during the 2027 season. Competitors will be notified in advance of any change to the approved tire specification. Until such time, the tire specifications contained in Section 5.7.1 remain in effect.

Any size steel-belted radial tire may be used, except T-series space-saver spare tires.

Tires must be shaved smooth to remove the tread, maximum 3mm of tread remaining. WSCC has a tire-shaving machine available for use by club members.

Tires must use the following hardware:

- M6 x 1.0 x 25 mm heavy-duty body bolts
- M6 x 1.0 zinc top-lock nuts
- 1/4 x 1 1/4-inch zinc fender washers, 0.120 inches thick

A fender washer must be installed beneath the head of each body bolt on the inside of the tire. The bolt may be inserted through the tire without drilling a hole. A second fender washer must be installed beneath the locking nut on the outside of the tire.

A polyurethane-type sealant is typically applied to the inside washer to prevent air leakage. Only the specified top-lock nut is approved. Welding of nuts is prohibited.

The number of bolts is limited to nine per foot of tread. Maximum bolt protrusion beyond the tread face must not exceed 12 mm, measured across the tread face. This configuration typically results in approximately 50 studs per tire.

No sharpening of the bolt is permitted. Bolt profiles should follow the original stock bolt profile as closely as possible.

Seats

Installation of an approved racing seat is recommended in accordance with WCMA Technical Regulations – 2026, Appendix 2, Section A.2.

Seat Belts

A minimum five-point SFI or six-point FIA approved racing harness is required.

Engines

Engines are encouraged to remain stock; however, competitors are free to select their engine configuration. Engine modifications and engine swaps are permitted, subject to the horsepower limitations established for the Studded Class.

ECU modifications and performance chips are permitted.

The use of nitrous oxide or nitromethane injection is prohibited.

Transmissions and Differentials

Transmission and differential replacements or modifications are permitted. Limited-slip differentials (LSD), welded differentials, and open differentials are permitted.

Dogbox and sequential transmissions are prohibited.

Changes to final-drive gearing are permitted.

Suspension

Suspension modifications are permitted. Springs and shock absorbers are unrestricted, provided the original number and type are maintained.

Bumpers

Competitors are encouraged to retain the original factory bumpers for the year and model of the vehicle being raced. Bumpers must not be used as battering rams. Reinforcement intended to strengthen the bumper is prohibited.

Factory bumpers may be removed. If removed, all protruding brackets and associated hardware must also be removed. Bumpers may be replaced with a single piece of nominal 2 x 6-inch, non-laminated, finished softwood lumber, such as spruce.

The replacement bumper must be mounted to the original bumper brackets or a reasonable equivalent. A piece of 1 1/2-inch angle iron, no more than 3/16 inch thick, may be attached to the bumper brackets to allow the wood to be securely fastened. The angle iron must not exceed 4 inches in length. The wood must not extend more than 3 inches forward of the closest bodywork at bumper height. The ends of the bumper must not extend horizontally beyond the inside edges of the tires on either side. If bumper end caps are removed or lost, the exposed metal bumper ends must be closed off. No sharp edges may remain.

All bumpers must have non-intrusive sides and must not create a can-opener effect.

Bracing of the lower radiator support area is permitted. However, all bracing must be positioned below and behind the front bumper impact area.

Hood

The hood must be secured using hood pins.

Exhaust System

Exhaust modifications are permitted. The exhaust must exit behind the competitor's position or at a point rearward of the centre of the wheelbase.

Exhaust systems must be securely attached to the chassis. Safety wire is recommended at three-foot intervals beyond the header to help prevent the exhaust system from being torn away during competition.

The installation of mufflers is recommended; vehicles should not exceed 98 dBA as measured at 15 meters.

Brakes

Brake systems are unrestricted. All vehicles must have functional and effective brakes at every wheel. Both disc and drum brakes are permitted.

Brake-bias adjusters and steering brakes are prohibited.

All four brakes must function when the brake pedal is depressed.

Lighting

All vehicles must have functioning headlights, taillights, brake lights, and a rear-facing fog light.

Headlights may be OEM or aftermarket and relocated. There must be two headlights, white or blue in colour, with at least one operational at all times while on track.

Two rear-facing brake lights are required. A third brake light may be mounted on or above the trunk lid. A factory-installed centre brake light is acceptable. All brake light lenses must be red.

Each vehicle must have at least one rear-facing, high-intensity amber light mounted on top of the roof at approximately eye level. The light must always remain operational while the vehicle is on track. The light must have a minimum output of 55 watts (or an LED equivalent of minimum 1000 lumens). If two lights are installed, they must be positioned side by side in the centre of the roofline.

Wipers

All vehicles must have an operational windshield wiper capable of adequately clearing the windshield and maintaining proper visibility for the driver.

Battery

Battery relocation is permitted.

Positive battery terminals must be insulated. The battery must be securely fastened at a minimum of two points or mounted using another method deemed acceptable by the Scrutineer. Bungee cords are not sufficient.

Fuel Tanks

Use of the factory fuel tank is strongly recommended over an aftermarket fuel cell. If an aftermarket fuel tank or fuel cell is installed in a hatchback, it must be enclosed within a metal protective box that serves as a firewall. If installed in a sedan, a firewall must separate the trunk area from the passenger compartment.

Fuel pumps must be installed outside the passenger compartment or within the firewalled area containing the fuel tank. Fuel pumps must not be installed in the passenger compartment.

Fuel-injected vehicles must retain a factory-style main relay that controls fuel pump operation. The fuel pump must prime the system only when activated and must not continue running after the engine has stopped.

Radiators

Radiators are unrestricted. However, any radiator installed within the passenger compartment must be enclosed within a firewall.

Windows

Original equipment or stock-equivalent driver and passenger windows are required. All vehicles must be operated with the driver and passenger windows closed.

Factory-installed window tint that cannot be removed is permitted. All other window tint, including aftermarket tint, is prohibited and must be removed.

A driver side Window Net and/or Side Net may be installed.

Windshields

Windshields must be made of original equipment glass or polycarbonate material (e.g., Lexan). Windshields must be maintained in a condition that does not impair the driver's visibility. Cracks, scratches, or other damage must not interfere with the driver's ability to see clearly.

Mirrors

All vehicles must have driver-side and passenger-side mirrors, as well as an interior rear-view mirror. A minimum of two mirrors must remain installed after an event has begun.

Interior

All loose items and contents must be removed from the vehicle. Interior panels and carpeting shall be removed or replaced at the competitor's discretion, provided no sharp edges or protrusions remain inside the passenger compartment.

Mud Flaps

All Studded Class vehicles must be equipped with mud flaps on the driven wheels at a minimum. Mud flaps should extend as close to the ground as possible. Factory mud flaps will likely need to be lengthened to meet this requirement.

Tow Hooks

All vehicles must have clearly marked tow hooks at both the front and rear.

Tow hooks must be welded or bolted in place or securely attached using tow-rated chains capable of safely extracting the vehicle from a snowbank.

Recovery of vehicles may involve the use of tow straps, chains, or other recovery equipment. Any damage resulting from normal vehicle recovery operations is the responsibility of the competitor.

Dash

The dashboard may be removed and/or modified. Any mechanical oil-pressure or fuel-pressure gauges must use a metal line running from the engine block to the gauge. Acceptable materials include braided stainless steel and copper.

Plastic or polyethylene lines are prohibited inside the passenger compartment.

Kill Switches

All vehicles must be equipped with a master electrical kill switch. The kill switch must disable both the 12-volt electrical system and the charging system, completely stop the engine and prevent it from restarting.

6. APPENDIX: REFERENCE DOCUMENTS

6.1 WCMA Regulations

- WCMA Racing Regulations Website
- WCMA Sporting Regulations – 2026.pdf
- WCMA Technical Regulations – 2026.pdf
- Race Tech Form.pdf

6.2 Winnipeg Sports Car Club (WSCC)

- WSCC Website
- WSCC Ice Race Forum
- WSCC Ice Race Director at ice@wscc.mb.ca
- MotorsportReg.com (MSR)