



WINNIPEG SPORTS CAR CLUB

ICE RACE CHAMPIONSHIP SERIES

YEAR 2025

SUPPLEMENTARY REGULATIONS

**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 2025 ICE RACING OVERVIEW

For the 2025 season the WSCC Ice Racing Championship Series will host 5 weekend events consisting of 6 days of competitive ice racing. Aside from the final “double header” race weekend, the typical ice race weekend will be made up of 2 separate event days, **Saturday** a non-competitive lapping day of practice, rookie school and ice drifting, **Sunday** is reserved for the spectator friendly competitive ice races along with lapping by the Ice Drift group.

The season will conclude with a double header race weekend in Gimli which will also include a Special Event Icelandic Pursuit Race for both the Street Safe Class and the Studded Class. The WSCC Ice Race Volunteer Appreciation Banquet and awards presentation is planned for the evening of March 8th at the Lakeview Gimli Resort Hotel.

The 2025 WSCC Ice Race season will include the following 3 groups of car classes:

Ice Drift:

The Ice Drift class is a non-competitive and non-sanctioned component of our sport designed to attract enthusiasts who enjoy solo drifting their cars on ice on a purpose built ice race track in a safe and organized manner. Minimal preparation is usually required to enter providing an extremely cost effective form of motorsport which allows many entrants to often utilize their typical winter daily driver vehicle. First time entrants are provided both coaching and an orientation session available on Saturdays which is also a requirement for entry in the Sunday race event days. Single passengers are allowed which helps promote the fun and excitement of this class. All drivers are required to obtain a WSCC club membership in order to register.

Fire on Ice – Street Safe Class:

This newly developed class of ice racing is designed to provide a safe and cost effective entry into competitive door to door ice racing. With a focus on affordability and growing the sport, the car preparation requirements for this class is kept to a minimum and cars are restricted to non-studded DOT winter tires. Entrants are required to hold a WCMA competition racing license along with a WSCC club membership. New drivers must successfully complete the required orientation session available on Saturdays in order to qualify for a license. Drivers in this class are allowed to run with a single passenger in order to help promote the fun and excitement of this sport.

Fire on Ice – Studded Class:

The studded class of WSCC ice racing follows a long tradition of competitive club racing with a focus on small front wheel drive cars that typically run under 140 hp. The car preparation and requirements are more stringent than the Street Safe class and include the use of an approved safety cage due to the higher speeds involved. A common spec studded tire for this class ensures even competition while keeping costs affordable. Entrants are required to hold a WCMA competition racing license along with a WSCC club membership. New drivers must successfully complete the required orientation session available on Saturdays in order to qualify for a license. Drivers in this class are not allowed to run with passengers during qualifying or races.

All Racers must review the WCMA Sporting Regulations, WCMA Technical Regulations, and WSCC Supplementary Regulations.

Any questions related to WSCC Ice Racing can be sent to ice@wsc.mb.ca

2. ICE RACE EVENT INFORMATION

2.1. SCHEDULE

- Jan 4th Beausejour Ice Oval (CPTC) Rookie School, Practice and Ice Drift
- Jan 5th Beausejour Ice Oval (CPTC) Race Event #1

- Jan 18th Winnipeg WaterSki Park (Lake Shirley) Rookie School, Practice and Ice Drift
- Jan 19th Winnipeg WaterSki Park (Lake Shirley) Race Event #2

- Feb 1st St Adolphe Retention Pond Rookie School, Practice and Ice Drift
- Feb 2nd St Adolphe Retention Pond Race Event #3

- Feb 15th Winnipeg Beach Winter Festival Rookie School, Practice and Ice Drift
- Feb 16th Winnipeg Beach Winter Festival Race Event #4

- Mar 8th Gimli Winter Festival Race Event #5
- Mar 9th Gimli Winter Festival Race Event #6

IMPORTANT NOTE : Please check the WSCC website regularly at www.wsc.mb.ca (Ice Race Announcements) as event dates and venues are subject to change as a result of weather and ice conditions. If a weekend is forced to be cancelled all efforts will be made to reschedule to the following weekend.

2.2. REGISTRATION

Registration/payment is done exclusively online through our partnership with MotorSportsReg.com (MSR). To get a full list of WSCC events go to wsc.motorsportreg.com. Events will be posted on MSR once the season dates have been confirmed. Registration usually opens 14 days before the event date. Entrants are required to create an account (free) with MSR in order to register for an event. MSR is also utilized exclusively for obtaining the WSCC club membership, WCMA race license, helmet rentals, banquet tickets and other event related aspects.

Entry fees:

Saturday Rookie Orientation (10:00 am-noon) - \$40

Saturday Lapping, Practice and Ice Drift (noon-4:00 pm) - \$60

Sunday Ice Drift - \$75

Sunday Fire on Ice - \$125

After an entrant has paid, if for any reason they are unable to attend or start an event their entry fee will be refunded. Fees will not be refunded after the car has started an event (has entered the actual track surface).

2.3. INSURANCE

Everyone on the race site must sign the required event waiver. Electronic waivers will be available as part of the MSR online registration process or through the club website. Entrants can also obtain a WCMA Annual Hard Card which holds a signed waiver on file. It is the responsibility of all drivers to ensure any and all pit crew members and/or guests have completed the electronic waiver. Failure to do so may result in driver penalties or disqualification. If assistance with the waiver is required please see the event Registrar in the pit area. Officials may perform crew spot checks at any event. (See Rule 5.2 of WCMA Sporting Regulations – Race)

2.4. RACE OFFICIALS

<i>Race Director:</i>	<i>Mike Demchenko</i>
<i>Co-Director</i>	<i>Steve Leiding</i>
<i>Series Steward:</i>	<i>Bob Willmott</i>
<i>Clerk of the Course:</i>	<i>Jennifer Bell</i>
<i>Chief Course Marshall:</i>	<i>TBD</i>
<i>Timing & Scoring:</i>	<i>Wayne Schellekens</i>
<i>Chief Starter</i>	<i>TBD</i>
<i>Pre-Grid Marshal</i>	<i>Chris Gauthier</i>
<i>Tow/Recovery</i>	<i>Stu Jackson</i>
<i>Registrar:</i>	<i>Gloria Gordienko</i>
<i>Chief Scrutineer:</i>	<i>Al Marcoux</i>
<i>Medical Response:</i>	<i>Amy Walker (EMT)</i>

2.5. CAR NUMBERS

All cars on track must be identified clearly with their respective car number on both sides of the vehicle. Numbers on the hood is also recommended. Numbers must be a minimum of 10" high and a clearly contrasting color.

Racers can pre-register and secure their preferred car number for the season by contacting the ice race director and/or responding to the online registry that will be posted on the WSCC Forums under the category "Ice Race General Discussion" and pinned post called "Ice Race Car Numbers".

2.6. SPONSOR DECALS

Cars may be required to display either event or race series sponsorship decals. Decals will be provided accordingly. The top area of the front windshield is reserved for series sponsor and if additional sponsorship decals are required they must be prominently displayed on the side of the car above the vehicle center line.

Any car not properly displaying required sponsorship decals will be required to comply by the following event or risk not being scored for season points.

2.7. FLAGS

It is the responsibility of all entrants to understand the meaning of the flags and know the proper response. New racers are required to pass a flagging competency test in order to obtain a race license.

Flags utilized by event marshals will be as per WCMA Sporting Regulations (section 9).
[WCMA-Sporting-Regulations-2023.pdf](#)

2.8. GRID

Grid positions for the first race of the first event will be determined by either "scrambled grid" or by drawing numbers (to be determined at the pre-race drivers meeting). All other races will start with the top six cars from the previous race in inverted order of their finishing position. This is also known as a reverse grid.

Grid positions for the first race of the remaining events will be determined by the current season point standings.

Drivers designated as rookie drivers will be gridded to the rear for the first race event and grid position for future events will be at the discretion of track officials.

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.

2.9. LAPS/SESSION DURATION

On Practice/Lapping day the session duration for each run group will typically be 10 minutes in length and will be based on the number of entrants and groups. This will be confirmed during the driver meeting.

On Race Event day the duration of an Ice Drift group of cars will typically be 8 minutes from the time the cars enter the track to the checkered flag. This time and the number of groups are always subject to change and will be confirmed during the event's driver meeting.

The duration of the Fire on Ice Studded and Street Safe races will typically be 12 minutes plus one lap. This duration is always subject to change and will be confirmed during the event's driver meeting.

A time limit may be imposed in the event of serious or multiple car clean-up situations.

2.10. SCORING

The number of championship point races per event day will typically be 4 to 5 races depending on the time availability.

A red flagged race counts as a race finished if 50% or more of the laps are completed before the red flag is displayed. Otherwise the race will be restarted once the track has been cleared.

A full course yellow flag will be displayed during extensive track clean-ups. All racing will cease and cars will parade slowly until a green flag is waved to restart the racing. All laps under yellow will count except that a minimum of two successive green flag laps will be required to finish the race. The Clerk of the Course may call for a green flag at any time.

Special Event Races like the Icelandic Pursuit Race do not count towards season points.

In the event of a red flag situation due to a car being stuck in a snowbank in an unsafe location, the car deemed responsible for causing the red flag will restart at the back of the grid..

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

2.11. POINTS

Individual points for each daily race will be based on a descending order from the first place of 9,7,5,3,2,1,

Classes with less than a full 6-car grid (based on the start of the event) will receive a reduced point plan: ie. 5-car grid would be pointed 7,5,3,2,1...a 3-car grid would be pointed 3,2,1.

One point shall be awarded to competitors for completing 50% or more of the race.

2.12. PENALTY BOX

Blatant car to car contact will not be tolerated. If a competitor is involved in a contact incident on track they will be required to report to the Steward immediately following the race. Failure to do so may result with the driver starting the following race from the penalty box regardless of fault.

If you have contact during the race then when the race is completed pull up to the Stewards (Black Flag) and wait to explain what happened. If your car gets towed off the track and back to the pits then exit the vehicle and make your way straight to the Stewards (Black Flag station).

Both Drivers will be expected to have a discussion with the Steward on the incident and walk through it and what each perceived what happened.

One of only 3 outcomes will occur following on track contact:

1. One of the driver's takes the blame on the incident and that driver will start in the penalty box

2. Between the two (or more) drivers full agreement is reached that it was a racing incident and then nobody starts from the penalty box
3. If none of the offenders accepts responsibility or consensus is not reached that it was a racing incident then both drivers will start from the penalty box

*** You cannot appeal or protest the decision made by race officials regarding having to start from the penalty box.*

2.13. PROTESTS

Protest procedures are outlined in the GDS / WCMA Sporting Regulations – 2023 (See Section 21) [WCMA-Sporting-Regulations-2023.pdf](#)

2.14. FIRE SAFETY & ENVIRONMENT

All race entries shall have within their pit area both a shovel and a bucket and all entries are responsible for cleaning up any and all spilled or leaked fluids from the site prior to leaving.

It is strongly recommended that all entries have a fire extinguisher readily available in their pit area

2.15. TRACK

Tracks shall have a minimum width of 35 ft (10 m) in all areas, or be as reasonably wide as conditions permit.

Races may be run both clockwise and counter- clockwise as deemed appropriate by officials

Alternative track components may be incorporated into the track to limit the speed of the Fire on Ice – Street Safe to 80km/h while allowing higher top speeds for the Fire on Ice – Studded Class.

The use of hay bales and/or traffic cones may be utilized to identify alternative corners or sections.

Tracks shall be designed by the organizer in a manner that prioritizes safety of the drivers, passengers and spectators. Any track where Street Safe Class competitor speeds exceed that of 80Km/h shall be modified to ensure the speed of competition is controlled for safety reasons.

3. ICE DRIFT CLASS

3.1. GENERAL

The Ice Drift class is a non-competitive unsanctioned component of our ice racing events intended to provide a fun, safe and accessible opportunity for drivers that enjoy lapping and drifting on a purpose built ice track. Racing is not allowed in this class.

3.2. DRIVER ELIGIBILITY

3.2.1. All drivers/entrants must be in possession of the following, valid for 2025:

- ✓ A valid driver's license
- ✓ WSCC or WCMA sanctioned club membership

Note: In order to promote the sport and attract new comers, daily club memberships are available as an option versus the annual membership and will be part of the online registration process)

3.2.2. All new drivers must attend a driver's orientation before being allowed to enter the track (provided to all registered newcomers on Saturday). First time drivers that have not completed a Saturday orientation session will not be allowed on track during Saturday afternoon or Sunday event days.

3.2.3. All drivers must review and be aware of the WSCC Supplementary Regulations (this document) and be able to demonstrate understanding of on-track procedures related to flag signals (see: WCMA Sporting Regulations (section 9)

3.3. PASSENGER ELIGIBILITY

3.3.1. Ice Drift entrants are allowed a single passenger who must be at least 18 years of age.

3.3.2. A single passenger aged 14 years or older is allowed in a plated/insured vehicle if the passenger is the child of the driver/owner of the vehicle

3.3.3. Any and all passengers must be registered with the Pit Registrar to ensure compliance with the required waiver and/or safety requirements.

3.4. DRIVER & PASSENGER SAFETY EQUIPMENT REQUIREMENTS

3.4.1. Helmets

3.4.1.1. All drivers and passengers shall use a helmet conforming to the minimum standard of Snell 2010 "M" or ECE 22.5

3.4.1.2. Helmets must be in good condition with no cracks. The Scrutineer may disallow any helmet showing signs of damage.

3.5. DRIVER CONDUCT

3.5.1. Any driver behaving recklessly or contrary to the safety-first mindset may be disqualified from continuing within the event at the discretion of the Race Director or Race Steward.

3.5.2. Speeding or excessive spinning of tires within the pit area will not be tolerated.

3.5.3. Based on the track design there will be identified areas and procedures for passing cars while on track.

3.5.4. Passing rules while on track must be followed at all times and aggressive driving that puts another car at risk will not be tolerated.

3.5.5. Ice Drift participants are expected to maintain a safe distance from other cars while on the track to minimize any potential car to car contact. Aside from approved safe passing manoeuvres, proximity to another car on track must only be done with clear consensual agreement made prior to entering the track.

3.5.6. Persistently driving into, bouncing off of, or otherwise "abusing" the snow banks will not be tolerated.

3.6. VEHICLE ELIGIBILITY

3.6.1. Vehicle width must be wider than vehicle height

3.6.2. All drivetrains are allowed (FWD, RWD and/or AWD)

3.6.3. All vehicles must be deemed safe to operate. In particular, all vehicles require safe and proper

operating brakes, steering and suspension systems, as well as functioning headlights, taillights and brake lights

3.6.4. Convertible cars without a fixed hardtop are prohibited

3.6.5. All cars are subject to inspection by the Tech Inspector or Scrutineer at any time to ensure compliance with safety expectations. Cars deemed unsafe or leaking any fluids will not be allowed on the track.

3.7. VEHICLE REGULATIONS

3.7.1. Tow Hooks - All cars must have easily accessible tow hooks at both the front and rear of the car. If removable OEM style (threaded eyebolt) tow hooks are utilized, they must be installed prior to entering the track

3.7.2. Interior - must be clean and free of all loose items. 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

3.7.3. Tires

3.7.3.1. Any commercially available DOT approved tire may be utilized.

3.7.3.2. Commercially available street-studded tires are allowed

3.7.3.3. Custom made studded tires are allowed but must meet the following specifications:

- ✓ Maximum length of stud must not exceed 8 mm in length from tire surface.
Recommended studs include but are not limited to MF44 studs utilizing a 10/32" nut.
- ✓ Number of studs must not exceed 20 per foot of tire surface. This typically equates to 50-80 studs per tire depending on the size of tire

4. FIRE ON ICE – STREET SAFE CLASS

4.1. GENERAL

The Street Safe (SS) class is intended to provide safe, accessible, inclusive, cost effective, racing to competitors in near-stock vehicles. The SS class rules are written with a safety-focused approach – any competitor that purposefully breaches those rules shall be heavily sanctioned and/or excluded from further competition. This is not a demolition derby and intentional, reckless or repetitive body contact will not be tolerated.

If a change to a vehicle or safety equipment is not documented below, default to the understanding that it is likely not allowed. For questions, reference the series Scrutineer and or email ice@wscc.mb.ca.

4.2. DRIVER ELIGIBILITY

4.2.1. All race entrants must be in possession of the following, valid for 2025:

- ✓ A valid driver's license
- ✓ WCMA temporary ice race license, WCMA basic license, WCMA amateur road race license, or the equivalent.
- ✓ WSCC or WCMA sanctioned club membership. Note: in order to promote the sport and attract new comers, daily club memberships are available as an option versus the annual club membership and will be part of the online registration process.

New entrants that do not have a WCMA license can apply for a "provisional" Basic Ice Race license online from WCMA prior to entering an event. Following successful completion of a rookie orientation session (typically held on the Saturday prior to the Sunday race event) and at the discretion of the WSCC Ice Race Director (and/or delegate) the new entrant's provisional license will be upgraded to an approved Ice Race License (Novice).

For additional info regarding the rookie licensing process please see the WSCC Ice Racing website (<https://www.wscc.mb.ca/ice-racing/>) and/or email the WSCC Ice Race Director at ice@wscc.mb.ca for more information.

4.3. PASSENGER ELIGIBILITY

- 4.3.1. Street safe Class Racers are allowed a single passenger who must be of at least 18 years of age.
- 4.3.2. A single passenger aged 14 years or older is allowed in a plated/insured vehicle if the passenger is the child of the driver/owner of the vehicle
- 4.3.3. Any and all passengers must be registered with the Pit Registrar to ensure compliance with the required waiver and/or safety requirements.

4.4. DRIVER CONDUCT

- 4.4.1. Intentional contact is strictly forbidden.
- 4.4.2. Competitors shall ensure adequate "racing room" is provided for their fellow racers. Racing room is defined as sufficient space on the racetrack to allow competitors to maintain control of their car and manoeuvre without contact between cars or track edge (snowbanks).
- 4.4.3. Sudden changes in direction that impede or affect the path of the car attempting to overtake or pass may be interpreted by Officials as an attempt to deprive a fellow competitor of racing room – resulting in a penalty.

4.5. DRIVER & PASSENGER SAFETY EQUIPMENT REQUIREMENTS

4.5.1. Helmets

- 4.5.1.1. All drivers and passengers shall use a helmet conforming to the minimum standard of Snell 2010 "M" or ECE 22.5
- 4.5.1.2. Helmets must be in good condition with no cracks. The Scrutineer may disallow any helmet

showing signs of damage.

4.5.2. Clothing - One-piece fire retardant driving suits and underwear are strongly recommended with SFI rating of 3/2/5. However, drivers may use Fire Resistant Coveralls (Oil Field) in place of an approved driver suit/underwear system. As per WCMA Technical Regulations Appendix 4 section D.2 & E.

4.6. VEHICLE ELIGIBILITY

4.6.1. Eligible vehicles shall be compact sedans, coupes, or station wagons

4.6.2. Vehicles shall be either FWD or RWD built after 1972 (currently a race class for AWD cars is not available however if enough interest is expressed one could be created. Contact the ice race director if interested at ice@wsc.mb.ca).

4.6.3. All terrain, commercial, open wheel, trucks, tube chassis, dune buggies and/or vehicle types not explicitly identified above are not permitted

4.6.4. Vehicles with convertible tops are not eligible

4.6.5. Cars shall not exceed 110 inches in wheelbase & shall not have a published curb weight of more than 3,150 lbs without driver and/or passenger.

4.7. VEHICLE PREPARATION

4.7.1. General

4.7.1.1. Modifications designed to extend car life, minimize damage, or simplify repair are generally accepted. Modifications designed primarily to increase the performance of the car, not otherwise outlined in the rules below, are prohibited.

4.7.1.2. Roll cages are not required but are recommended, and if fitted must comply with WCMA roll-cage specifications as defined within the WCMA Technical Regulations.

4.7.2. Tires

4.7.2.1. All cars shall run a commercially available DOT "Winter rated" (Snowflake logo) stud-less radial street tire - if they are not available for purchase by the average consumer, they are not eligible to be used.

4.7.2.2. Siping and/or tractionizing of tires is allowed.

4.7.2.3. Space-saver wheels and tires narrower than 165 mm are not permitted.

4.7.2.4. Tires that include manufacturer "grit" additives like walnuts may be run so long as the manufacturer additive does not reasonably constitute a stud.

Note: For questions regarding ice race tire eligibility and/or tractionizing, competitors should visit the WSCC Ice Racing website <https://www.wsc.mb.ca/ice-racing/> and/or email the WSCC Ice Race Director at ice@wsc.mb.ca

4.7.3. Body

4.7.3.1. All vehicles shall present a neat and tidy appearance similar to a vehicle one would find on the street

4.7.3.2. The entire body should remain stock, as produced, excluding safety modifications.

4.7.3.3. Utilization of safety hood pins is recommended but not required.

4.7.3.4. Body panels may be replaced with stock and/or aftermarket stock "jobber" replica parts. Alternate material such as fibreglass or other lightweight composites are prohibited.

4.7.3.5. Sunroofs constructed of metal shall be disabled and secured. Sunroofs constructed of glass, plastic or any other non-metal material shall be removed and replaced with a metal structure.

4.7.3.6. Convertibles and open top cars are not permitted unless factory hard top or aftermarket hard tops are fitted over the cage in a permanent, non-removable fashion (grade 8 bolted, welded, or permanently affixed as deemed appropriate by the Scrutineer)

4.7.3.7. Factory aerodynamic and/or equivalent aftermarket replica devices are permitted - no aftermarket non-replica aero parts are permitted

4.7.3.8. Bumper covers shall either remain or be removed, however bumper structures must remain. It is recommended that competitors keep bumper covers and that they be unmodified to avoid snow damage to radiators and other sensitive parts.

4.7.4. Crash Structures/Door Bars

- 4.7.4.1. All factory crash structures, door bars, and other crash protection steel must remain intact and be repaired should it be damaged while racing
- 4.7.4.2. All cars shall retain the side beam protection and internal door structures as manufactured. No modification to interior door metal panels is permitted.
- 4.7.4.3. Cars produced by the manufacturer (not modified by competitor) without factory door bars / protection shall have side beam protection fitted. Side beam protection is at the discretion of Scrutineer and competitors wishing to run cars without factory side beam protection are encouraged to consult with the Scrutineer prior to the event.
- 4.7.4.4. Interior metal removal from structural parts like doors, inner fenders, trunk lids, hoods, is prohibited unless cars are fitted with roll cages.

4.7.5. Interior

- 4.7.5.1. All loose contents must be removed from the car
- 4.7.5.2. Interior panels may be removed along with carpeting, or replaced as competitor wishes, so long as no sharp edges or protuberances exist within the cabin.

4.7.6. Lighting

- 4.7.6.1. All vehicles must have functioning headlights, taillights, brake lights and a rear facing fog light
- 4.7.6.2. Headlights may be standard or relocated headlights that are clear or blue and there shall be 2 or more - with one always operational while on track
- 4.7.6.3. Brake lights - 3 rear facing brake lights are required, one of which must be mounted on or above the trunk lid (factory rear centre brake light is acceptable). The lenses of these lights must be coloured red
- 4.7.6.4. Rear light - Cars shall have at a minimum of one rear facing, high intensity amber (preferred) or blue light mounted on top of the roof at eye level, and must be operational at all times while on track. Light must be a minimum of 55w (or 1000 Lumen equivalent if LED lights utilized). If 2 lights are utilized they must be positioned side by side in the center of the roof line.

4.7.7. Steering & Suspension

- 4.7.7.1. Substitution or extensive modification of the suspension or steering is prohibited.
- 4.7.7.2. Suspension type and design shall remain stock. No modification from one type of suspension to another is allowed.
- 4.7.7.3. Springs and shocks are free except that the number and type may not be modified.
- 4.7.7.4. Removal/addition of stock sway bars is allowed.

4.7.8. Exhaust system

- 4.7.8.1. Exhaust modifications are permitted so long as the exhaust exits behind the driver/passenger position, beyond the bodywork.
- 4.7.8.2. Exhausts will be securely attached and fastened to the chassis. Safety wire is recommended every 3 feet beyond the header to ensure the exhaust is not torn away while racing.
- 4.7.8.3. Mufflers attached to the exhaust system are highly recommended.

4.7.9. Engines, Transmissions & Differentials

- 4.7.9.1. Engines, transmissions and differentials, while encouraged to remain stock, are free for competitors to choose between and may be modified. Competitors are reminded that traction is the limiting factor of speed, not horsepower/torque, in the Street Safe class.

4.7.10. Brakes & Wheels

- 4.7.10.1. Brakes are free. All vehicles shall have functional and effective brakes at each wheel (disc or drum permitted).
- 4.7.10.2. Wheels are free except that all cars shall have only 4 wheels and 4 tires and rim widths and tire size shall be small enough that both do not protrude beyond the fenders.
- 4.7.10.3. Space saver wheels are prohibited.

4.7.11. Ballast

- 4.7.11.1. No additive ballast such as weights, sandbags, etc will be allowed.

4.7.12. Wipers

- 4.7.12.1. All cars must have an operational windshield wiper that adequately clears the windshield providing visibility to the driver

4.7.13. Battery

- 4.7.13.1. Must remain in stock location. Battery relocation to the interior is not permitted.
- 4.7.13.2. Positive terminals must be insulated and the battery must be secured by a minimum of 2 points and/or fastened securely at the discretion of Scrutineer (no bungee cords).
- 4.7.13.3. Cars with non-compliant batteries will be excluded from competition.
- 4.7.14. Seats**
 - 4.7.14.1. Original equipment seats are permitted. OE factory seats must have head rests securely attached for both driver and passenger.
 - 4.7.14.2. Where OE seats are replaced with aftermarket seats, aftermarket seats shall be mounted securely by at least 4 points, exceeding factory safety specifications
- 4.7.15. Seat belts**
 - 4.7.15.1. Drivers & passengers shall have seat belts fitted at all times during vehicle operation.
 - 4.7.15.2. All cars must have a minimum of a fully functioning 3-point safety harness made of nylon or Dacron as fitted at the factory. Minimum width of belts is 2".
 - 4.7.15.3. SFI or FIA rated seatbelt harnesses may be fitted only in Street Safe Class cars running roll bars or cages but must be in good shape with no visible wear damage, fraying or sun bleached material and must be within 5 years from the manufacture date.
- 4.7.16. Fuel tanks**
 - 4.7.16.1. Fuel systems shall remain stock. No modification to fuel systems is permitted this includes senders, pumps (OE replacement OK), regulators, etc - fuel system MUST remain entirely stock.
- 4.7.17. Windows**
 - 4.7.17.1. Stock or stock equivalent driver & passenger windows are required; all cars shall run with drivers and passenger windows closed.
 - 4.7.17.2. Factory window tint that is not removable is permitted, all other window tint including after market is prohibited and must be removed.
- 4.7.18. Windshields**
 - 4.7.18.1. Windshields shall be stock windshield glass. or polycarbonate material (e.g. Lexan) only.
 - 4.7.18.2. Windshield material shall be in a condition so that any damage (e.g. cracks or scratches) does not cause any visual impairment to the driver. If the windshield is made of glass any damage must not be through both glass layers.
 - 4.7.18.3. The use of polycarbonate material (e.g. Lexan) to replace a windshield is allowed only if the car is fitted with a safety cage.
- 4.7.19. Horns**
 - 4.7.19.1. Horns may be retained or fitted, the use of horns during a race on track is forbidden. Competitors are encouraged to show their appreciation to track workers after the chequered flag by providing encouraging honks and waves.
- 4.7.20. Mirrors**
 - 4.7.20.1. All cars shall have passenger and driver side view mirrors as well as one interior rear view mirror installed and at a minimum retain two mirrors after an event has begun.
- 4.7.21. Mud flaps**
 - 4.7.21.1. Are encouraged but not mandatory
- 4.7.22. Tow hooks**
 - 4.7.22.1. All cars shall have a tow hook clearly marked on the front and rear of the vehicle.
 - 4.7.22.2. Tow hooks must be welded and/or securely chained via tow grade chains such that they are capable of safely extracting a vehicle from a snow bank.
 - 4.7.22.3. Cars without front & rear tow hooks will not be allowed to participate.
- 4.7.23. Airbags**
 - 4.7.23.1. Airbags may be disabled or removed at the discretion of the competitor.

5. FIRE ON ICE – STUDED CLASS

5.1. GENERAL

The Fire on Ice Studded class is intended to provide a sanctioned competitive ice racing series for racers that want to compete at a higher speed than the Street Safe rubber tire class utilizing club spec studded tires. The rules are written in such a way to allow for car modifications to improve both performance and reliability however in order to maintain an even competitive field all entrants are expected to ensure their car's horsepower does not exceed 140 hp.

If a change to a vehicle, safety equipment, or otherwise is not documented below, default to the understanding that it is likely not allowed. The answer to the question "Can I?" is no. Changes must be listed as acceptable. For questions, reference the series Scrutineer and/or email ice@wscc.mb.ca.

5.2. DRIVER ELIGIBILITY

5.2.1. All race entrants must be in possession of the following, valid for 2025:

- ✓ A valid driver's license
- ✓ WCMA temporary ice race license, WCMA basic license, WCMA amateur road race license, or the equivalent.
- ✓ WSCC or WCMA sanctioned club membership. Note: in order to promote the sport and attract new comers, daily club memberships are available as an option versus the annual club membership. (ability to obtain temporary membership will be part of the online registration process)

5.2.2. New entrants that do not have a WCMA license can apply for a "provisional" Basic Ice Race license online from WCMA prior to entering an event. Following successful completion of a rookie orientation session (typically held on the Saturday prior to the Sunday race event) and at the discretion of the WSCC Ice Race Director (and/or delegate) the new entrant's provisional license will be upgraded to an approved Ice Race License.

For additional info regarding the rookie licensing process please see the WSCC Ice Racing website (<https://www.wscc.mb.ca/ice-racing/>) and/or email the WSCC Ice Race Director at ice@wscc.mb.ca for more information.

5.3. PASSENGER ELIGIBILITY

5.3.1. Passengers are not allowed for the Studded tire class during races or pre-race practice sessions.

5.3.2. Passengers are allowed and encouraged during Saturday practice sessions and post race hot lapping sessions however must be a minimum of 18 years old.

5.4. DRIVER CONDUCT

5.4.1. Intentional contact is strictly forbidden.

5.4.2. Competitors will do everything they can to ensure adequate "racing room" is provided for their fellow racers. Racing room is defined as sufficient space on the racetrack to allow competitors to maintain control of their cars in close quarters, under racing conditions.

5.4.3. Sudden changes in direction that impede or affect the path of the car attempting to overtake or pass may be interpreted by Officials as an attempt to deprive a fellow competitor of racing room – resulting in a penalty.

5.4.4. Persistently driving into, bouncing off of or otherwise "abusing" the snow banks is not permitted.

5.4.5. Drivers, at all times, will do everything they can to maintain racing room. This rule should be considered as priority for all drivers.

5.5. DRIVER SAFETY EQUIPMENT REQUIREMENTS

5.5.1.Helmets

- 5.5.1.1. All drivers shall use a helmet conforming to a minimum rating of Snell 2010 "SA" or ECE 22.5
- 5.5.1.2. Helmets must be in good condition with no cracks. The Scrutineer may disallow any helmet showing signs of damage.

5.5.2.Head & Neck Restraint – a HANS device, or equivalent FIA 8858 approved Frontal Head Restraint is not mandatory, but is highly recommended. As per WCMA Technical Regulations Appendix 4 section C3.

5.5.3.Clothing - One-piece fire retardant driving suits and underwear are strongly recommended with SFI rating of 3/2/5. However, drivers may use Fire Resistant Coveralls (Oil Field) in place of an approved driver suit/underwear system. As per WCMA Technical Regulations Appendix 4 section D.2 & E.

5.6. VEHICLE ELIGIBILITY

5.6.1.This class is for smaller 4 cylinder cars that have a max of 140 hp. Engine modifications are permitted however horsepower should remain under 140 hp. If your car is deemed to have too much horsepower you may be required to add weight or de-tune your engine.

5.6.2.All cars require a safety roll cage built as per the specifications found in the [2023 WCMA Technical Regulations](#) (see Race Appendix 1 for complete roll cage rules). Any new entrants planning on building their own roll cage is encouraged to contact the Ice Race Director and/or Chief Scrutineer prior to fabrication.

5.6.3.Minimum weight of a car must not be less than 1700 lbs without driver.

5.6.4.Tube frame chassis cars are not allowed

5.7. VEHICLE PREPARATION

5.7.1.**Tires** - All cars shall run a common spec studded tire built to the following specifications.

Note: the WSCC typically does bulk order purchases of all the necessary hardware for tire construction and often discounted tire purchases. Contact the Ice Race Director for pricing regarding cost of hardware, tires and/or cost of fully built studded race tires. Email: ice@wscc.mb.ca.

- 5.7.1.1. Any size steel belted radial tire can be used except T series (Space Saver spare)
- 5.7.1.2. Tires shall be shaved smooth to eliminate most of the tread down to at least 3 mm of the wear indicators. WSCC has a tire shaving machine for use by Club Members.
- 5.7.1.3. Tires shall utilize M6 x 1.0 x 25 mm HD Body Bolts with washer, M6 x 1.0 Zinc Top Lock Nut and ¼ x 1 ¼ Zinc Fender Washer .120 thick.
- 5.7.1.4. 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 locknut on the outside of the tire.
- 5.7.1.5. A polyurethane type sealer is typically used on the inside washer to prevent leaks.
- 5.7.1.6. Approved nut is the Top Lock Nut specified above. No welding of nuts is allowed.
- 5.7.1.7. Number of bolts is limited to 9 bolts per foot of tread and maximum protrusion from the tread face shall be 12 millimetres measured across the tread face. (this typically results in 50 studs per tire)
- 5.7.1.8. 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.

5.7.2.Seats

- 5.7.2.1. The installation of an approved race seat is recommended as per WCMA Technical Regulations Appendix 2 section A.2.

5.7.3.Seat belts

- 5.7.3.1. A minimum 5-point (or 6-point) SFI approved seatbelt harness is required.

5.7.4.Engines

- 5.7.4.1. Engines while encouraged to remain stock, are free for competitors to choose between.
- 5.7.4.2. Engine modifications and/or swaps are allowed however competitors must ensure their configuration remains competitively fair regarding performance.
- 5.7.4.3. ECU modifications and chips are allowed
- 5.7.4.4. Use of Nitrous Oxide or Nitro Methane injection is prohibited

5.7.5. Transmissions & Differentials

- 5.7.5.1. Changing and/or modification of the transmission and differential is allowed.
- 5.7.5.2. LSD, welded or open diff transmissions are allowed although no dog box or sequential boxes
- 5.7.5.3. Changing the final drive gearing is allowed

5.7.6. Suspension

- 5.7.6.1. Modification of suspension is allowed. Springs and shocks are free except that the number and type may not be modified.

5.7.7. Bumpers

- 5.7.7.1. All entries are encouraged to retain the stock bumpers for the year and model of the car as raced. Bumpers are not battering rams and reinforcement to strengthen the bumper is prohibited.
- 5.7.7.2. Stock bumpers may be removed however if removed all protruding brackets and hardware must also be removed.
- 5.7.7.3. 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.
- 5.7.7.4. If bumper end-caps are lost or removed, the metal bumper ends must be closed, and no sharp edges may remain. All bumpers shall be non intrusive on the sides (no "can openers")
- 5.7.7.5. Bracing of the lower radiator support area is allowed however all bracing must be both lower and behind the front bumper impact area.

5.7.8. Hood

- 5.7.8.1. Hood must be secured with pins.

5.7.9. Exhaust system

- 5.7.9.1. Exhaust modifications are permitted so long as the exhaust exits behind the driver/passenger position, beyond the bodywork.
- 5.7.9.2. Exhausts will be securely attached and fastened to the chassis. Safety wire is recommended every 3 feet beyond the header to ensure the exhaust is not torn away while racing.
- 5.7.9.3. Mufflers attached to the exhaust system are highly recommended.

5.7.10. Brakes

- 5.7.10.1. Brakes are free. All vehicles shall have functional and effective brakes at each wheel (disc or drum permitted).
- 5.7.10.2. Brake bias adjusters or steering brakes are prohibited (all 4 brakes must work when brake pedal is depressed)

5.7.11. Lighting

- 5.7.11.1. All vehicles must have functioning headlights, taillights, brake lights and a rear facing fog light
- 5.7.11.2. Headlights may be standard or relocated headlights that are clear or blue and there shall be 2 or more - with one always operational while on track
- 5.7.11.3. Brake lights - 3 rear facing brake lights are required, one of which must be mounted on or above the trunk lid (factory rear centre brake light is acceptable). The lenses of these lights must be coloured red
- 5.7.11.4. Rear light - Cars shall have at a minimum of one rear facing, high intensity amber (preferred) or blue light mounted on top of the roof at eye level, and must always be operational at all times while on track. Light must be a minimum of 55w (or minimum 1000 Lumen equivalent if LED lights utilized). If 2 lights are utilized they must be positioned side by side in the center of the roof line.

5.7.12. Wipers

- 5.7.12.1. All cars must have an operational windshield wiper that adequately clears the windshield providing visibility to the driver

5.7.13. Battery

- 5.7.13.1. Relocation of battery is allowed.
- 5.7.13.2. Positive terminals must be insulated and the battery must be secured by a minimum of 2

points and/or fastened securely at the discretion of Scrutineer (ie: no bungee cords).

5.7.14. Fuel tanks

- 5.7.14.1. Factory fuel tank is **STRONGLY** recommended over a fuel cell. If you choose fuel cell/tank it must be covered by a metal box called a firewall if installed in a hatch back. If installed in a sedan a firewall must separate the trunk from driver's compartment.
- 5.7.14.2. Fuel pumps must be installed outside the vehicle or inside the fire walled area where the tank is located. (NOT in the driver's compartment).
- 5.7.14.3. Fuel injected vehicles must retain a factory style "main relay" which controls when the fuel pump activates. Pump should prime the system only when activated and not continually run after engine has died.

5.7.15. Radiators

- 5.7.15.1. Radiators are free, but must be contained within a firewall if located within the passenger compartment.

5.7.16. Windows

- 5.7.16.1. Stock or stock equivalent driver & passenger windows are required; all cars shall run with drivers and passenger windows closed.
- 5.7.16.2. Factory window tint that is not removable is permitted, all other window tint including after market is prohibited and must be removed.

5.7.17. Windshields

- 5.7.17.1. Windshields shall be stock windshield glass or polycarbonate material (e.g. Lexan) only.
- 5.7.17.2. Windshield material shall be in a condition so that any damage (e.g. cracks or scratches) does not cause any visual impairment to the driver. If the windshield is made of glass any damage must not be through both glass layers.

5.7.18. Mirrors

- 5.7.18.1. All cars shall have passenger and driver side view mirrors as well as 1 interior rear view mirror installed and at a minimum retain 2 mirrors after an event has begun.

5.7.19. Interior

- 5.7.19.1. All loose contents must be removed from the car
- 5.7.19.2. Interior panels may be removed along with carpeting, or replaced as competitor wishes, so long as no sharp edges or protuberances exist within the cabin.

5.7.20. Mud flaps

- 5.7.20.1. All studded cars must utilize mud flaps on the driven wheels minimum. They should be as close to the ground as possible (stock mud flaps will most likely need to be lengthened)

5.7.21. Tow hooks

- 5.7.21.1. All cars shall have a tow hook clearly marked on the front and rear of the vehicle.
- 5.7.21.2. Tow hooks must be welded and/or securely chained via tow grade chains such that they are capable of safely extracting a vehicle from a snow bank.

5.7.22. Dash

- 5.7.22.1. Dash may be removed and/or modified.
- 5.7.22.2. Any mechanical oil/fuel pressure gauges must have a metal line from block to gauge (braided stainless, copper etc...) No plastic/poly lines in the driver compartment.

5.7.23. Kill switches

- 5.7.23.1. Cars must be fitted with a master kill switch that disables both the 12v system as well as the charge system, completely stopping the engine and preventing restart.

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