

The Winnipeg Sports Car Club
2009 Event Supplementary Regulations

General Information

All events are conducted in compliance with the most current WCMA Sporting Regulations - Race except for and in accordance with these Supplementary Regulations.

All events are held at the 1.45 mile counterclockwise Gimli Motorsport Park road course as follows:

May 23/24	Race School
June 20/21	Regional Race 1
July 18/19	Regional Race 2
August 8/9	Regional Race 3
August 22/23	CMW Vintage Race Weekend
September 26/27	Regional Race 5

Insurance shall be provided as per the ASN Canada master plan.

All official documentation will be posted on the Official Notice Board located in the North wing of the WSCC Concession. An Official Time clock will be similarly located and shall be used for all references to time for race activities, protests, and appeals.

Registration

There will be a registration process available online. A link to the Race Entry Form will be accessible from the club website www.wsc.mb.ca which will guide you to <http://www.dlbracing.com/>. Alternately you can email your registration details to Judy Calvert at judydino@mts.net or mail your Entry with check to her at 79 Gretna Bay, Winnipeg, MB. R2M 4L4. The Monday before the race weekend is the deadline for registration. A registration without the fee is not a registration. This is the only way the organizers can determine whether an adequate grid is registered to offset normal operating costs.

Entry fee for any 2 day event will be \$250.00 per car entered. There is no single day fee. There is a \$50 discount for out of province racers to aid with travel expenses. A late registration fee of \$25.00 will be applied if registration is requested after the Monday before the race bringing the total late entry fee to \$275.00. Your fee must be in the hands of the Registrar by the Monday before the race weekend. It is payable either by Visa, through your PayPal account, or by mailing or hand delivering your cash or check to the Registrar by the deadline. Multiple drivers will be allowed at no extra charge. Hardcopies of your Registration will be available from the Registrar for signing when you arrive at the track.

Appropriate fees and entry forms must be in the hands of the Registrar before a car can enter the track. The end of registration will be the moment the track is opened for the first race of that weekend, as the cars leave the pre-grid.

If an entrant has notified the Registrar of his intended late-registration, his car will be deemed to be registered, for the point count, unless it fails to turn a wheel that day in practice or racing. Appropriate fees and entry forms are due before the car can enter the track.

Unannounced late registrants could race on Day 1 for an additional \$25 late fee and be included in the days point count or could pay the regular fee, race on Day 2 only and only be in the Day 2 count.

A withdrawal is only for cars that never touch the track for practice or racing, and only these are eligible for a refund of fees on a case per case basis. A proper withdrawal is the same as never registering. A withdrawal only becomes official and counted (or un-counted) upon a formal request for a refund during the event. A proper withdrawal must reach the Registrar or Race Director in writing before the green flag drops on the last race of the day in question.

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Pit and vehicle passes are issued in accordance with WCMA regulations. Additional weekend passes will be made available for \$10 per person, Sunday only is \$5.00. Children 12 and under will be admitted free with guardian. Drivers are responsible for all guests that are brought to the track. All have to sign wavers and wristbands must be worn at all times.

Race Officials **(all numbers refer to area code 204)**

Race Director	Shaun Hutton	612 3919
Series Steward	John Humphreys	257 1737
Clerk of the Course	Dino Calvert	254 0238
Starter	Andy Fenstad	224 5267
Tech Inspector	Al Marcoux	291 7006
Chief Course Marshal	Bob Willmott	632 4675
Chief Timing & Scoring	Doug Waldron	254 4470
Registrar	Judy Calvert	254 0238

Car Classifications

All WCMA recognized classes as specified in the 2003 WCMA Technical regulations – Race, shall be eligible to race. Up to a 33 car field, track sessions will be divided as follows:

Closed Wheel	IT 1-3, IT-GT, GT 1-5, GT-S, CC
Open Wheel	FV, SR, F1600, FL, FC

If the maximum grid size is exceeded, the largest category of cars i.e. IT (all), FV (all) shall be separated and run as a separate class.

It is up to the competitor to correctly classify the racecar entered. GT entrants may race their car in a class **higher** than their engine would permit but they **must** also meet the minimum weight as calculated in that higher class. Ballast may be used to meet minimum weight within reason. The top 3 cars in each class may be impounded for scrutinizing at the conclusion of any session.

Tech Inspection

All cars must pass Technical Inspection before admittance to the track. All drivers must present personal safety equipment to the Tech Inspector. It is the responsibility of the competitor to fill out the top portion of the Tech Inspection Sheet and present the car in race-ready condition to the Inspector at the designated inspection area. Annual tech stickers are acceptable if no incidents are recorded in the car log book. A particular class may be required to pass Tech Inspection. The class will be announced when you collect your entry package. Hans device will be required by January 1 2010.

Signage

All cars must carry the decals of the series sponsors as well as the decals of the sponsor of the meet. They must be placed in a position to be viewable from each side of the car. Decals will be supplied as available. Cars will be deemed to have not passed the technical inspection if not displaying the appropriate decals.

Timing & Scoring

AMB TranX260 transponders are mandatory. Contact the Race Director for ordering information. Competitors may rent a transponder at a cost of \$60.00. Rental transponders shall be picked up at the concession building. Rental transponders must be returned to WSCC. All rental transponders remain the property of WSCC. If a rental transponder is lost or severely damaged, the entrant will be required to purchase a replacement unit for approximately \$400.00. Teams who leave the event without returning the transponder will be fined \$50.00 if the transponder is not returned to the WSCC within five (5) working days. If the transponder is not returned to

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WSCC before the next event(s), the team will be assessed the rental fee of \$60.00 for every event that the transponder is not available for use. If the rental transponder has not been checked out and/or properly installed the car will not be timed and scored.

Points

The number of cars to be counted for points calculation will be daily, counted at the end of morning registration. If an entrant has notified the organizer of his intended late registration, he will be deemed registered for the point count.

Once a car enters the track, for practice or race, it is considered track-qualified, and all fees remain paid. The point of entry to the racetrack, for car count purposes, is the end of the fast pit, at the entry point onto the track by corner 1/station 1.

The track-qualified car remains counted for the event, that is: both days, even if it does not appear on the track for any or all races. A DNF or DNS does not affect the car count. When a DNF or DNS occurs on day 1, the track-qualified car is still locked in for the full event (two days). Note: A DNF on the first lap of the first practice of the first day remains a track-qualified car for the whole event.

The Race Committee will rule on track-qualified cars that don't race being included in the point count. If the committee has any reason to suspect points manipulation, the car will be excluded from the points calculation.

WSCC club championship points will vary by the size of grid in each class as presented to the Steward at the close of registration. A full grid shall be deemed to be six cars or more entered in one class. The points will be awarded per race by the following system:

1st = 9, 2nd = 6, 3rd = 4, 4th = 3, 5th = 2, 6th and on = 1. Less than full grids shall receive less than full points according to the above schedule, i.e. a win in a grid of five cars will earn six points, second earns four points, etc.

Classes **may** be combined to form a full grid by approval of ALL affected competitors provided that all cars are from the same basic race group (i.e. IT, GT) **and** authorization is granted by the Steward. Such authorization must be clearly posted on the official notice board.

To be eligible for WSCC series points, all Formula V 1200 cars shall run Yokohama A032RH tires in size 185/60R14 or Falcon RT615 tires in size 195/60R14.

WCMA championship points will be awarded per WCMA rules with no exceptions. **Note:** Points go to a competitor unless registered as a team. In a Team, the car collects the points regardless of which of the registered competitors is driving.

Grid Positions

Grid positions will be determined at each event by Saturday qualifying times taken during the second practice, and thereafter by finishing position of prior race. Any cars that miss qualifying will be gridded for their first race at the back, in the order in which they arrive at the grid.

On-Track Conduct:

WCMA Sporting Regulations – Race, section 9.3 – Conduct on the Racetrack, is self-explanatory and should be followed above all other rules and instincts.

Racing at Gimli Motorsport Park is local club racing and will be a **No Contact** sport. To enforce this, the following will apply:

1. Any contact with another vehicle or a solid object will require the offending driver to make a stop in the hot pit immediately to report to the Steward for a car inspection. This can be very brief. Failure to report voluntarily will result in a black flag summons

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to the driver deemed to have caused the contact and a much longer stay in the hot pits. Failure to respond to the black flag will result in disqualification from the race.

2. If the contact occurs during the last lap of a race, the offending car(s) will not be scored for their last lap until a penalty of at least one lap has been applied to their finishing time and position. They must report to the Steward at the end of the session.
3. If a second contact (as described in #1) occurs during the meet, the offending driver(s) shall be immediately black flagged, disqualified from the current session, and suspended from racing for the balance of the day.
4. If an investigation determines that a contact was the unavoidable result of a mechanical failure, that incident will not result in the suspension described in #3.
5. Any car that puts 4 wheels off the designated racing surface anywhere on the track more than once in a session must report to the Steward in the hot pit for a car inspection. Failure to do so will result in being black flagged for a lengthier discussion.

No trophy is worth a friendship or an injury, and no F1 talent scouts are lurking in our midst. **Practice** is the path to expanding the limit of car and driver. **Racing within those limits** accurately measures the growth of your skill behind the wheel.

Rules of the Gimli Motorsport Park

- “The Park” includes all grounds bounded by the perimeter fence.
- Every entrant to the GMP shall sign the waiver at the gate or at Registration.
- Any person in the park may be requested to provide proof of membership in an ASN Canada affiliated club. If wrist-bands or other identification are issued at the gate, such ID will be considered acceptable proof of compliance.
- An entrant is responsible at all times for all guests and crew.
- Facing North, the main runway is divided by guardrails into three “lanes”. The East lane is the racing surface and is ONLY to be used by competition vehicles and only in a North bound direction. The centre lane is the Pit lane and is ONLY to be used by competitors and crew and ONLY in a North bound direction. The West lane is the paddock area and traffic is two-way and restricted to 15 kph:
 - Only registered competition vehicles will be allowed paddock space.
 - Location will be first come, first served. Sharing of pits is permitted (canopies, etc)
 - No vehicles or equipment will extend past the painted pit lines at any time.
 - Unmuffled race engines will not be run before 8am or after 9pm.
 - Trailers not used as work “areas” shall be removed to the infield.
 - All the area west of a line extending North from the concession building will be considered “campground” and not paddock area so long as no race related activity takes place in that area
 - A picnic table and garbage barrel may be relocated to your pit provided same is returned before leaving the park for the weekend.
 - The entrant will be responsible to notify the Registrar, prior to the close of registration, their pit number and its’ condition. A \$25 clean-up fee and/or refusal of subsequent entry WILL be applied to competitors leaving the pits in other than clean condition.

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- **Clean Up:** GMP is a shared facility and as such, WSCC and its members are responsible for opening and closing the track and its facilities at each event. Manitoba competitors will be expected to help clean up at least once throughout the season. Contact the Race Director for assignments or be prepared to accept assignment by lot at the Drivers' Meeting.
- The designated fire pit area is the 1st pit north of the access road leading to the infield. This pit will not be assigned to any entrant and is to remain clear at all times. BBQ's and mobile fire pits will be allowed in other locations provided that no damage to the grounds (i.e. burned grass and debris) occurs and smoke or sparks do not create a nuisance to any other participant in the event. Violation of this rule will result in the withdrawal of privileges for all.
- The first pit south of the access road shall be reserved for the Ambulance during the schedule of events.
- The three pits South of Impound shall be reserved for any weekend or title sponsor and shall be the location of any award ceremony. In case of rain, the North wing of the concession shall be provided in lieu of paddock space where feasible.
- Electric power will be available on a first come, first served basis on the lamp poles and via a temporary campground supply. Participants will be responsible to provide their own extension cords and to route them in a safe manner. Unless arranged with the registrar and/or the race director, compressors, welders, air conditioners and other high current appliances shall not be permitted. Portable generators shall not be run after 10:00 P.M. unless suitably silenced so as not to create a nuisance.
- The concession, shower, and washroom facilities are to remain clean at all times. Please DO NOT leave anything behind you. Clean up fees WILL be charged to the WSCC if the facility is left in a dirty condition.
- All participants shall remain on the inside of the road course circuit. Specifically, the grandstands by the Drag Racing Tower are off limits except to licensed officials of the event.
- No individual shall cross the racing surface without authorization from a track official during the schedule of events.
- No open alcoholic beverages permitted until the checkered flag flies on the last race of the day.
- All pets must be kept on leash whenever the track is open for racing.
- Children 12 and under are not allowed outside the camping area unless accompanied by an adult whenever the track is open for racing. Leashes are optional.
- Motorized pit vehicles are to be operated by licensed drivers only and must carry their car number so staff can identify the owner when they need to be moved.
- All beverages brought to the track will be in plastic or other non-breakable containers. Glass containers are highly discouraged. Any glass containers that are broken must be cleaned up immediately.

The park main gate shall be opened for at least 5 minutes between track sessions - no exceptions will be made.

Park rule infractions may result in ejection from the facility without recourse at the discretion of the Steward.

Amended March 2009