



**NORTHERN ALBERTA SPORTS
CAR CLUB YEAR 2026
ROAD RACE CHAMPIONSHIP
GT4+ SUPPLEMENTAL REGULATIONS
VERSION: 1.1 RELEASE DATE 13/4/2026**

These rules are designed to add on to the existing WCMA GT4 rules to encourage even closer competition taking inspiration from other series classes such as Gridlife Touring Cup.

The formula is intended to be simple and grounded in equalizing tires and tire contact patch sizes on top of the existing GT4 class rules along with some other very easily added competition equalizers. The rules add to the GT4 class and do not replace, supersede, or otherwise override any GT4 class rules. They are built so that a competitor could run both GT4 and GT4+.

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

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

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

GT4+ CLASS SUPPLEMENTAL REGULATIONS

1. OVERVIEW

Unless otherwise outlined in the WCMA GT4 or these GT4+ class supplemental regulations, all general rules and important information are governed by the current year WCMA Regulations and accompanying NASCC Supplemental Regulations. Competitors should be familiar with all regulations.

2. THE GOLDEN RULE

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 within these rules to be considered valid.

3. CLASS INTENT

The GT4+ series intended to further enhance competitiveness on top of the WCMA GT4 rules by adopting a spec tire (Hankook RS4 or Maxxis VR1), average contact patch sizing, and victory weight. These supplemental regulations are an add-on modifier to existing GT4 class rules (see WCMA.ca) and do not supersede, replace, or otherwise change those classes.

GT4+ competitors could, in theory, double-class running both in GT4 and GT4+, recognizing their cars will be legal for GT4 but may have a few competitive disadvantages vs. that of GT4 competitors not running in GT4+.

All cars must comply with the GT4 class power to weight modifier, aero rules, and general appearance rules as laid out in the WCMA regulations along with those listed below.

Decals – GT4+, Car weight, and horsepower must be displayed on both doors just under the side mirrors.

4. CAR & CLASS PREP

Competitors shall:

- Ensure their car complies fully with the WCMA GT4 ruleset
- Ensure their car includes an annual dyno sheet obtained from a club approved dyno provider - **MANDATORY DATED ANNUAL DYNO SHEET**
- Ensure their car has been weighed and appropriately complies with class guidelines - this will be verified at the race event, don't show up not having complied, penalties will apply if you are under weight
- Be familiar with all supplemental regulations
- Approved Dynos
 - YEG – Devon Dyno and Speedtech (Matt Le)
 - YYC – Lakeview Automotive and Blackbird Technical
 - YQF – AFR and Lightspeed Innovations (Red Deer)
- Dyno sheets and weight sheets must be emailed to NASCCGT4@gmail.com no later than 2 days before the race event, these will be kept on file for the season.

5. TIRES

All GT4+ competitors must comply with the following tire rules:

- Tires will be unmodified, non-shaved Hankook RS4 or Maxxis VR1
- Front and rear tire sizes must average out to 255 width between front and rear tires. This means:
 - AWD car may run 255 on all four corners
 - FWD & RWD cars may run staggered sizes front and rear so long as the average of the two sizes is equal to or less than 255
 - Average shall be calculated as:
 - $(\text{Left Front Width} + \text{Right Front Width} + \text{Left Rear Width} + \text{Right Rear Width}) / 4$
 - Any average higher than 255 (including decimals places) is not permitted, size down the stagger to compensate.

There will be no exceptions to the tire rules. Competitors not complying will not be eligible to run in GT4+.

6. VICTORY WEIGHT

Purpose

Victory weight will be awarded to race winners to continually maintain a fair balance of power within the GT4+ field.

Competitors shall:

- Ensure victory weight, per the victory weight table below, is installed in their cars immediately following a GT4+ points race win (not weekend, per race, this may mean multiple weights added per day)
- Ensure they have the safe victory weight mounting systems built and installed within the passenger compartment of their racecar either in the footwell or in place of the passenger seat (see mounting tables and diagram below)
- Run any earned victory weight for the remainder of the season up to the cap prescribed in the victory weight table
- Confirm with class representative that the victory weight has been added.

Competitors shall not:

- Change the power-to-weight factor of the car per the WCMA classing calculator - IE - your car per GT4 rules may have a maximum of 12.0 lbs / HP - the addition of victory weight does not mean you can add more power; you will calculate your lbs/HP based on the pre victory weight of the car. The onus is on the competitor to ensure they are compliant.
 - **NOTE** - victory weight does not prevent a competitor from adding power should their pre-victory weight lbs / hp ratio be higher than the 12.0 allowed within the class rules.
- Mount victory weight improperly or outside the prescribed method below
- Compete in subsequent races, following a race win, without having added the prescribed victory weight (race results will be excluded for any violation)

Victory weight table & maximum

Victory weight must be run for the remainder of the season following awarding of the victory weight.

Victory weight ballast is capped at a total of 8 additions to the post-class-weight of the vehicle. Should a competitor score more than 8 wins, no further victory weight will be added.

| Race Win # | Victory Weight Addition | Total Accumulation |
|------------|-------------------------|--------------------|
| 1 | + 25 lbs | 25 lbs |

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| 2 | + 25 lbs | 50 lbs |
| 3 | + 25 lbs | 75 lbs |
| 4 | + 25 lbs | 100 lbs |
| 5 | + 25 lbs | 125 lbs |
| 6 | + 25 lbs | 150 lbs |
| 7 | + 25 lbs | 175 lbs |
| 8 | + 25 lbs | 200 lbs |
| 9 and on | N/A | 200 lbs |

Victory weight mounting requirements

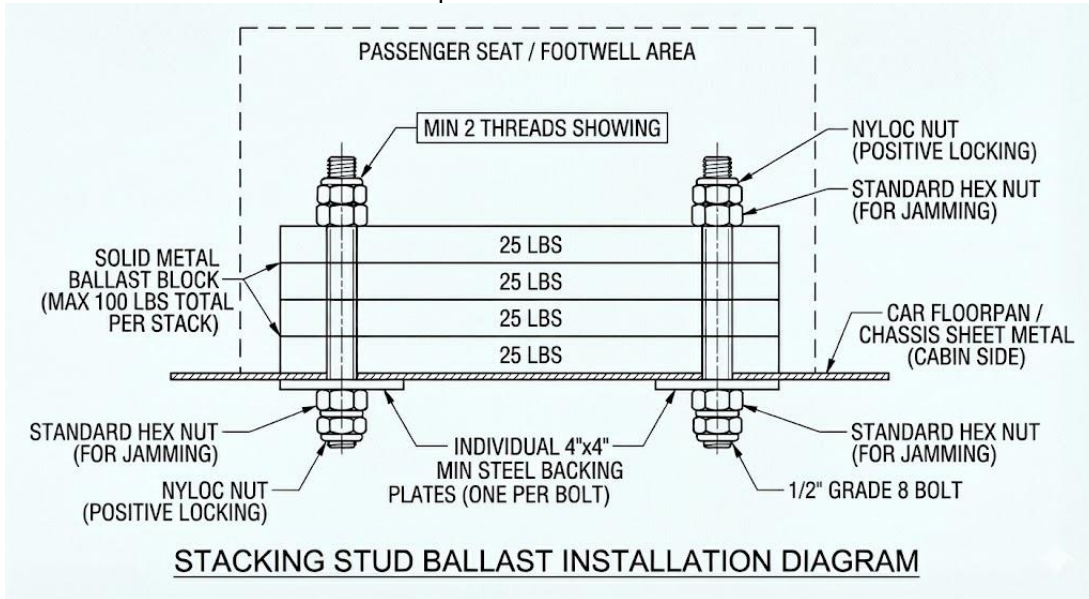
Competitors must ensure their cars can accept victory weight in the form of ballast in the passenger seat or passenger footwell area of the vehicle securely and safely per the rules below. The stacked stud method is the only compliant method approved for the class, no exception.

| Requirement Type | Requirement |
|---------------------------------|--|
| Material | The Ballast blocks will be supplied by the NASCC and returned at the end of the season |
| Fasteners | <ul style="list-style-type: none"> • Must use two (2) bolts per individual victory weight. Bolts must be a minimum of ½” diameter (or 12mm) and Grade 8 or better (Metric 10.9+). • Bolts must run THROUGH the inside of the victory weights. • Lock nuts must be utilized on each bolt on top of existing washer and nut; this means you will have 2 nuts on each bolt. • 2 full bolt threads MUST be visible past the end of the locknut. • A witness mark must be added each time victory weight is added that drawn across the nuts and stud so competitor and tech can easily verify if ballast comes loose. • No exceptions. |
| Mounting | Victory weight must be bolted through the floor of chassis with backing plates on the underside of the floor or chassis (fender washes are not enough, 4"x4" ¼" steel plate is a minimum on each bolt) to prevent "pull through" the sheet metal. |
| Weight limit per mounting point | Stacks of victory weight may not exceed 100lbs per mounting point. If more weight is required, you must be prepared to add it to a separate set of mounting points. This means you can have no more than four (4) victory weights per set of bolts and backing plates. |
| Weight labels | Stacks of victory weight must be clearly marked with their weight (stamped or painted "25 lbs.") for verification at tech inspection. Cars will be weighed. |

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| Location | Victory weight must be contained within the passenger seat or footwell area of the car on the cabin side of the floor. Weight cannot be configured “Creatively” or in contradiction of these rules. Don’t get cute. |
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Victory Weight Configuration Diagram

The diagram below shows how a 100lb stack may be configured. Subsequent ballast past 100lbs must be configured as an entirely separate stack (IE - 2 new bolts, backing plates, nuts, etc.). The Grade bolts are to be 6 inches apart to fit the club ballast.



7. CHANGE HISTORY

| Date | Version | Author | Change summary |
|----------|---------|---------------|---|
| 1/7/2026 | 1.0 | Matt Sinfield | Initial draft |
| 1/8/2026 | 1.1 | Matt Sinfield | Incorporated club member feedback clarifying: <ul style="list-style-type: none"> • Victory weight to 25lbs vs. % of car weight • Victory weight mounting rules in general updated including diagram • Clarified tire average calculation & exceptions • Updated tire types to include Hankook RS4 and Maxxis VR1 (this still needs to be narrowed to one) • Added car & class prep section |