

# AMEC Rules 2009

## MISSION AND DISCLAIMER

The Adirondack Enthusiast Club, Inc., (AMEC) is a not-for-profit club established in 1954 to provide motor enthusiasts and their families with a variety of affordable motor sports and related activities for fun and courteous competition. While we strive to promote safe and “gentlemanly” competition, we expect that all members, participants and spectators assume full responsibility for their own conduct, personal safety and damage to their own property during any event. We therefore also require that any driver, worker, or other participant read and sign a *Release and Waiver of Liability and Indemnity* prior to participating in an event.

AMEC strives to provide a reasonably safe environment for all of its members, their families, and any spectators attending its events by instituting rules and guidelines that apply to its drivers, workers, and spectators. This, however, does not signify nor imply *any* liability on the club’s part if injury or damage should occur. AMEC and its individual members assume no responsibility for bodily injury, death, or property damage due to the negligence or error of any club member, competitor, promoter, official, worker, spectator, sponsor, etc. Nor will AMEC assume responsibility while an individual is within an area of competition or other activity, and/or while competing, officiating, observing, working for, or for any purpose participating in or associated with, any given event.

## GENERAL REQUIREMENTS

Entry is restricted to four-wheel vehicles, foreign or domestic, conforming to the following specifications (No trucks or Sport Utility Vehicles will be entered to race):

- A. Wheelbase not to exceed 110 inches.
- B. Width not to exceed 72 inches.
- C. Maximum race weight for Menard/studded class cars (except SLM) is 3000 pounds. Class A (Super-Modified) cars must have a minimum weight of 1000lb. (Scratch-built cars must produce weight slip if requested by tech inspector). Maximum weight for Street Legal class cars is 3200lb; SL4 class weight limit is 3400lbs.
- D. All cars must display the AMEC website address ([www.icerace.com](http://www.icerace.com)) in the form of an approved bumper sticker.
- E. Spill pillows or other absorbent material must be placed under each racecar while it is parked to prevent fluid spillage onto the ice.
- F. All cars must be self-starting.
- G. All cars must start each season with a neat and clean appearance. All previous damage such as dents and rips must be smoothed out as much as possible. Duct tape is not permissible. Paint should be applied as necessary to achieve a satisfactory appearance.

## CLASSES

### **Class A (Super-Modified)**

Scratch-built or tube frame cars, cars so modified as to be no longer recognizable. For example, cars using only the floor pan of the original car. Naturally aspirated, supercharged, and turbo-charged engines up to 360ci may be used. (See additional notes in *Scratch-Built and Modified Cars* section.)

### **Class B (Modified)**

All heavily modified cars retaining the original body shape. Locked differentials, engine conversions, turbo or super charging are permitted. Cars must be based on eligible stock class cars. Car must retain some of the original floor pan and rocker panels. Firewalls may be modified as needed. No restrictions on suspension. Tube-chassis cars with stock bodies added are not permitted. Naturally aspirated, supercharged, and turbo-charged engines up to 360ci may be used. (See additional notes in *Scratch-Built and Modified Cars* section.)

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### **Class C (Gran Turismo Over)**

All front-wheel drive cars with four (4) valve-per-cylinder engines between 2500cc and 3600cc and all *stock* turbo-charged cars. Locked and limited slip differentials are permitted. All engines must have stock fuel injection. If originally carbureted, see *Note 1* in *Notes* section. Engines and other components may be updated or backdated within make and model line only (see *Note 5*).

### **Class D (Gran Turismo)**

All front-wheel drive cars with four (4) valve-per-cylinder engines between 1600cc and 2500cc; all front-wheel drive cars with two (2) v/cyl engines between 2000cc and 3800cc. Locked and limited slip differentials are permitted. All must have stock fuel injection. If originally carbureted, see *Note 1* in *Notes* section. Engines and other components may be updated or backdated within make and model line only (see *Note 5*).

### **Class E (Gran Turismo Under)**

All front-wheel drive cars with four (4) valve-per-cylinder engines up to 1600cc; all front-wheel drive cars with two (2) v/cyl engines up to 2000cc; all rear-engine, mid-engine, and split drive cars with either 2 or 4 v/cyl engines up to 3800cc.

### **All Wheel Drive (AWD)**

Cars eligible are those with a maximum race weight of 3000lbs. or less and meeting all other requirements listed for stock classes C, D, and E except for the AWD provision. Modifications allowed are the same as for classes C, D, and E. AWD cars will race with the A, B, and C classes.

### **Open Class**

All cars from A, B, C, D, E, and AWD classes, usually driven by mechanics, helpers, or friends who want to try ice racing.

### **NOTES FOR ALL CLASSES**

*Note 1* All class C, D, and E cars originally fitted with carburetors may modify existing carburetors or replace them with larger carburetors, or carburetors with more barrels. The *number* of carburetors may not be increased. Modifications other than these will result in the car being moved up one class.

*Note 2* All class C, D, and E cars with non-stock fuel injection will be moved up one class. Changes other than those allowed within make and model may move car to B class.

*Note 3* All class C, D, and E cars with two or more modifications requiring class upgrade will be placed in B class.

*Note 4* In all rotary engine cars, the actual displacements are doubled and then placed in the appropriate class.

*Note 5* C, D, and E class cars may be updated or backdated within make and model line\*. For example, any engine ever used in any VW Rabbit in the US may be installed in any Rabbit. In addition, an engine may be substituted from the same manufacturer even if it comes from a different model as long as the number of cylinders and valves-per-cylinder remain the same. The corresponding fuel injection system to the engine being installed may also be used; e.g., an engine used in a VW Jetta may be used in a VW Rabbit as long as the number of cylinders and v/cyl remain the same. The resulting car will be classed according to the engine installed.

\*The model line extends only until the model is redesigned. This is often but not in all cases evidenced by significant body change. Questions about this should be directed to the tech inspector.

## **A, B, C, D, E, AND AWD CARS**

### **BODY**

B, C, D, E, and AWD cars must not have modifications to sheet metal other than flattening of the inner lips of wheel wells and modifications covered in the engine and exhaust section. Flaring of stock fenders is allowed specifically for tire clearance only. Cars must retain a stock appearance.

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Adding of ballast to a car in classes B, C, D, E, and AWD will not be permitted. A *firmly-anchored* ballast is permitted in Class A only.

Removal of interior upholstery, trim and seats will be permitted in all classes except Street Legal classes. The interior of the driver's door on all cars must have no sharp or dangerous edges.

Windshield and rear glass may not be removed from classes C, D, and E cars. Side glass may be removed. Lexan or Plexiglas may be substituted for glass on rear window but only Lexan can be used to replace the front windshield.

**Car color:** White or other light colors as the predominate color of the car are not permitted. The visible front and rear of a car must be over 50% of a medium or dark color so the car can be seen in a white out during the race.

### BUMPERS

Stock class cars must either be equipped with stock bumpers or no bumpers at all. Stock bumpers may be trimmed as long as the remaining section has no sharp or dangerous edges. If bumpers are removed, their supporting brackets must be removed also so as to leave no sharp edges.

Bumpers that have cut ends or stock blunt ends must have a smooth end cap of durable material (i.e., metal or a cut section of a tire).

No Class B, C, D, or E cars may have EXTERNAL nerf bars.

Rear bumpers are required on all A Class cars. Bumpers must extend to within at least 3" of the outside of the tires.

### NUMBERS

Drivers who are current members will be assigned a number of their choice pending availability. Only one or two digit numbers will be assigned. Number(s) of choice should be designated on the membership form sent out to the previous year's membership in October of each year. The number should be *at least* 10 inches high with two-inch strokes on a *contrasting* background that extends at least three inches on all sides of the number. The numbers must be clearly visible to timing and scoring personnel. **Numbers must be displayed on both sides, front and rear of the car, and must meet the approval of the tech inspector.** (Scratch-built cars without a full body must have a "flag" vertically mounted on the top of the roll bar with numbers on each side). Each car's number will have a suffix that will designate the class, on each side of the car; e.g., 22A or 19C.

NOTE: A car number that has *not been used in competition* for 2 consecutive years becomes available by default to anyone requesting it even if the member has paid his/her yearly dues.

### SEAT BELTS

C, D, and E class cars must have a minimum of a 4-point competition harness.

A and B class cars must have a full 5-point competition harness. All belts must be securely mounted and be used whenever the car is on the racecourse.

Arm restraints or window nets and/or roof nets are suggested on all A and B class cars. A Lexan window on a closed B car may substitute for a window net.

### HELMETS

SNELL 95 or newer helmets are required and must be worn at all times when on the racecourse. The helmet must be presented at tech inspection. Eye protection is not required but strongly suggested.

### TOW HOOKS

Tow hooks, front and rear, not extending past the bodywork and firmly attached to the car frame are suggested. *Neither AMEC nor tow vehicle operators can accept responsibility for any damage to racecars with or without tow hooks, but the hooks will greatly reduce the possibility of damage.*

### FUEL SYSTEMS

All fuel tanks must be in a safe position and firmly mounted. Fuel tanks and filler necks must be completely enclosed, and behind a firmly mounted metal partition away from the driver.

Electric fuel pumps inside the passenger compartment must be completely enclosed with a half-inch drain hole leading outside the car.

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### BATTERIES

Batteries must be securely mounted. Batteries located in the passenger compartment must be covered to prevent spillage in case of accident.

### ROLL CAGES

Roll cages are required in all A, B, C, D, E and AWD class cars. Class A cars with professionally built chassis such as that used in a sprint car or dirt modified with 1 $\frac{3}{8}$ ", 0.090 Chrome Moly tubing will be allowed to compete. (A manufacturer's tag must be visible on the chassis to be eligible.) These chassis must include an equally sized nerf bar of 1 $\frac{3}{8}$ ", 0.090, in a triangulated design similar to that used in dirt competition.

Roll cages made of regular steel tubing used in classes A, B, C, D, E and AWD must be of welded construction and not less than 1 $\frac{3}{4}$ " o.d. in cars over 2400lb., and not less than 1 $\frac{1}{2}$ " o.d. in cars under 2400lb.

The steel tubing must have a minimum wall thickness of 0.090". No threaded pipe fittings are allowed; corner welds must have steel gusset plates of no less than  $\frac{1}{8}$ " thickness. The cage must be full width and not lower than the driver's helmet.

For classes B, C, D, E, and AWD, the minimum required roll cage is a 6-point cage that includes a front and a rear hoop connected top and side with a diagonal on top from right front to left rear (unless head clearance necessitates left front to right rear). The rear roll hoop will be braced back to structure in the rear of the chassis with two angled rear bars. It is recommended that a diagonal cross brace be installed in the rear hop of the cage.

A 3/16" hole must be provided in a non-critical, but accessible, spot.

Roll bars must be padded in the area of the driver's head and arms.

### WINGS

Class A cars only will be allowed one wing overhead with a total maximum size of 12 sq. ft. throughout each race.

Any Class B modified car will be allowed to use one overhead wing with a total maximum size of 12 sq. ft. *in the Finale race only.*

### SCRATCH-BUILT, SUPER-MODIFIED, AND MODIFIED CARS

Scratch-built, Super-Modified, and Modified cars on which the body has been cut or altered so as to reduce the structural integrity of the car must have a full roll cage consisting of a front and rear roll bar and side rails tied together at left and right top and with side interior bars. The entire cage will be braced into the frame front and rear and will be of welded construction not less than 1 $\frac{1}{2}$ " o.d. round steel tubing with a minimum wall thickness of 0.090". Sidebars are required in Class A and B cars.

When sidebars are installed they must be within the bodywork of the car. The top bar should be no lower than 20" from the ground and the lower bar at or near frame level. The middle bar should be either above or below hip level. The driver's compartment should be no less than 30" wide at the narrowest point. Professionally built chassis less than 30" wide must be approved by the tech inspector.

Scratch-built cars should conform to the general specifications for width, weight, and engine size. Lightweight ( $\frac{3}{4}$ " tubing or equivalent) rear bumpers are required on scratch-built cars.  $\frac{3}{4}$ " minimum side protection bars are required on all open wheel cars. This structure should be installed between front and rear wheels on each side of the car and should extend out to within 3" of the outside edge of the tires. This structure cannot extend past the outside edge of the tires.

If there is any doubt as to whether a car conforms to the above rules, the driver must contact the chief tech inspector. The chief tech inspector must approve all scratch-built cars.

### TIRES AND WHEELS

All class cars may run any size wheel and any tire. Tires and wheels may be of any width, diameter and offset, as long as the shoulder of tire tread remains within the bodywork. Modified class cars must conform to the same rules as other class cars except that the shoulder of the tire may extend up to three inches past the body work or side protection bars.

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## STUDS/SCREWS (A, B, C, D, E, AWD, and SLM classes)

### NEW RULE AND GUIDE LINES FOR EXPERIMENTAL TIRES FOR 2008

1.) Any tire, all season radial or snow tire may be used. The tire tread design must remain as it was built. Absolutely no removal of TREADBLOCK RUBBER.

*(Most "old timers" realize that it can be a huge improvement to cut out certain portions of the tread area to increase traction to the ground on the ice and that it really helps in the slushy area's or out in the "marbles". To try and keep it simple for this season and keep the workload down for the teams when building experimental tires. Another reason being that not too many folks know how to remove the tread blocks or even have the equipment to do so)*

### Additional rules and Guidelines for Experimental Tires for 2009

We are encouraging tire experimentation. As a guideline we are limiting the number of studs or screws to 35 per linear foot and suggest limiting the diameter of the sheet metal or machine screws to ¼" max with no more than ¼" projection. This is a guideline only AMEC will entertain other designs but would prefer the individual notify the club beforehand.

Competitors are encouraged to develop other designs to equal the formerly available Menard Ice racing tires.

### Recommendations

When choosing tires, it is better to find something with a 2 ply or above sidewall

It is thought that a "BLOCKY" tread or even a all season radial that is not siped will support the Screw/bolt/stud much better than the Very soft modern day tires that are siped to give good traction on the ice. You need a good chunk of rubber to keep the stud from lying over.

It is recommended to use a higher air pressure in the tires than we did with the Menards, My recommendations would be to go no lower than 30 PSI and even as high as 40 PSI but this will vary on car weight, FWD or RWD, ETC.

*This is all in the very experimental stage and we truly believe that someone is going to come up with a tire that equals a Menard racing tire, for the good of the club and to obtain an affordable option to purchasing very expensive tires. If a competitor comes up with something awesome that works well and lasts a while, there may be a day when we return to a "SPEC" tire that is manufactured by the AMEC, or for AMEC, and so that everyone is on the same tire again.*

## FUEL

No exotic fuels will be permitted. Only pump fuel is allowed. Only additives whose purpose is recognized to be as a gas line antifreeze, octane booster, or engine lubricant (2-cycle) will be permitted.

## EXHAUST SYSTEMS

Exhaust systems on all class cars **may** be run overhead through the hood. Holes in the hood should be trimmed and kept to a minimum around the exhaust pipes. Whatever the location of the exhaust system, fumes must not be allowed to reach the driver. Approval is to be up to the discretion of the chief tech inspector.

Mufflers are required on all cars. Maximum dB at 25 feet is 95 dB under racing conditions. dBs allowed will probably be reduced in future years.

## LIGHTS

All cars (except SL and SL4 class cars) must have a YELLOW QUARTZ HALOGEN LIGHT (fog light) mounted outside at the lower rear window level or higher and clearly visible to any following car. This includes SLM class. If you do not have a working quartz halogen light you will NOT race. (Quartz halogen bulb minimum wattage is 55w.)

All A Class cars must have a clear quartz halogen light facing forward and mounted at roll bar height or wing height (if the wing is higher). These lights must be lit any time the cars are on the racecourse.

All cars must have a properly operating stoplight mounted outside the car. Brake light must be mounted at a minimum height of the base of the rear window and mounted outside the car. It must be a bright red light. This light must be operational at all times. Other than original equipment, rear lights may be substituted on all class cars but

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must be clearly visible to any following car. Headlight and any other glass lenses should be taped. Original equipment lights may be removed, but the holes must be covered with solid, durable material.

### **FIRE EXTINGUISHERS**

Fire extinguishers are mandatory and must be in good operating condition, fully charged, and securely mounted within reach of the driver. It must be at least a 2½lb dry-type extinguisher mounted in a fire extinguisher holder with a **steel strap and latch**.

### **MIRRORS**

A rear view mirror is required in all cars.

## **TECHNICAL INSPECTION**

All cars must arrive at tech inspection ready to race. This includes firmly attached numbers, empty trunk, no loose objects in the passenger compartment, no hubcaps, taped headlights, working brake light and anything else required to make the car conform to all rules. Any tires that may be used must be presented at technical inspection. **In addition, all drivers must have spill pillows with them at tech inspection.** All cars must present a neat and clean appearance. All cars must pass tech inspection before they are allowed in either practice or competition. Once a car has passed tech inspection, it is expected to conform to all rules throughout the meet. Officials will make spot checks. If you feel that any car has been altered so it does not meet all rules, please notify the chief tech inspector.

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### STREET LEGAL CLASSES (SLM, SL, SL4)

Street Legal classes require any original stock cars able to pass NYS safety inspection for street use and meeting the **GENERAL REQUIREMENTS** (p. 1). All cars competing in the regular SL classes (except SLM) must have a dedicated winter tire (i.e., a snow or ice tire such as Blizzak, Nokian, etc.) on all four wheels with at least 50% tread depth remaining. *NO All Season Radials may be used.*

All cars shall be as produced and available in the US and at least 500 made by the manufacturer. All cars must be able to pass NYS **safety inspection**. No stock equipment or parts may be removed unless they were available as an option on that particular vehicle at the time of purchase. The only exception is removal of the A/C system. Some interior parts may be minimally altered (but not removed) to allow installation of safety equipment. Disconnection of air bags while racing is optional.

The engine must be the original type and size for that year car. Engine modifications permitted include exhaust header, cold-air intake, and adjustable cam gears. The exhaust system may be replaced with an open system and muffler that runs in the stock location and exits in the stock location. Exhaust must meet the 95dB rule.

The following suspension and body modifications are permitted: camber plates, suspension-lowering kits, trunk spoilers, and ground effects kits.

All cars must present a neat and clean appearance with no graffiti and have both front and rear bumpers. Cars must start the first race of the season with no duct tape or other visible, temporary repair. The tech inspector may reject cars with significant body damage, primer, or rust.

All cars must meet the general car rules as listed; i.e., wheel base not to exceed 110", width not to exceed 72", maximum weight 3,200lbs (3,400 lbs for SL4 class), maximum engine displacement 3.8 liters.

**NUMBERS, TOW HOOKS, FIRE EXTINGUISHERS, FUEL, HELMETS, AND MIRRORS sections under "A, B, C, D, E, and AWD" section also apply to all SL drivers.**

#### Street Legal Menard (SLM)

SLM class cars use Menard/studded or screw tires. This class serves as a "stepping stone", or introduction to the full-studded Menard-type classes A through E. SLM class may enter two, or four-wheel drive vehicles.

Cars are based on Street Legal Class rules (i.e., no engine modifications, complete interior, etc.). Car may use Menard ice racing tires or screw tires as outlined in the *Studs and Screws* section for A, B, C, D, E and AWD classes. Cars must have a four-point roll cage, a rear fog lamp, and a four point racing seatbelt. Side bar protection is recommended. Disconnecting the air bag is optional. As with all SL cars, SLM cars must be able to pass NYS safety inspection.

SLM will race with Open class and pay the same entry fee.

#### Street Legal (SL) and Street Legal-Four Wheel Drive (SL4)

Any original stock car able to pass NYS safety inspection for street use and meeting the **GENERAL REQUIREMENTS** (p.1). SL class cars drive on unstudded winter DOT tires designed for the road. SL4 includes all four-wheel, or all-wheel drive, vehicles driving unstudded, winter-grade DOT tires only (i.e., a snow or ice tire such as Blizzak, Nokian, etc.) on all four wheels with at least 50% tread depth remaining).

##### *Tires and Wheels*

Rim size may be changed. Tire size is free. Tires must be DOT approved street type, winter, unstudded tires.

Unstudded SL and SL4 class tires shall be run as delivered from the manufacturer. No modifications to the tires are allowed, including any kind of tractionizing.

##### *Seat Belts*

Stock type 3-point belts may be used, but a 4-point competition harness is highly recommended. The tech inspector should be consulted as to proper installation of such harness.

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## MEMBERSHIP

*All drivers and workers must be a current member of AMEC.* Membership is \$20.00 for individual memberships and \$25.00 for family memberships (to include only one driver) per calendar year (January 1<sup>st</sup> through December 31<sup>st</sup>). Membership dues are non-refundable unless otherwise specified by the club officers.

Dues renewals will be due no later than the first Saturday following New Years Day of each calendar year (as corresponds with the AMEC Annual Elections Banquet). All car numbers belonging to drivers who have not renewed by that date will be made available to other members. Any dues received after the date of the Annual Elections Banquet will be subject to a \$10.00 late fee.

## DRIVER

### Duties

Each driver is expected to work while not racing at least once throughout the season. Each driver should indicate when and where s/he would prefer to work upon arrival at the racecourse. Work detail may be assigned by the Course Marshall or other Official to ensure that all positions are covered throughout each race day. A driver may find a substitute for a work assignment if s/he is unable to help out.

### Registration

Registration will be from **8:30 a.m. to 10:00 a.m.** on race day. The entry fee for A, B, C, D, E, AWD, SL, and SL4 class drivers is \$45.00. Open and SLM class drivers must pay \$30.00 per race day. A \$5.00 late fee will be charged for anyone registering after 10:00 a.m. Refunds of entry fees will only be given upon cancellation of a race.

**Drivers, crewmembers, and workers must sign the required insurance waiver at registration before entering the pit area.**

### Eligibility

Drivers in classes A through E, SLM and AWD must be at least 18 years of age and possess a valid driver's license. Drivers 16 or 17 years-old with a valid drivers license may enter a C, D, E, or SLM class vehicle in an Open class race only; a parent or legal guardian must be in attendance at registration and for the duration of the race day and must sign the release located on the registration form.

Talented, experienced drivers 14 to 16 years of age without a driver's license may enter a C, D, or E class car in Open Class only. To do so, the following conditions must be met:

- A copy of the driver's birth certificate must be kept on file with the registrar.
- The driver must be experienced and have at least one letter of recommendation from an official racing institution or racetrack stating the level of experience attained and overall driving skills in motor sports such as go-kart, stockcar, slingshot, or other form of racing.
- Driver must have written consent from both parents or legal guardians; if one parent or guardian is deceased or otherwise unable to provide consent due to location or disability, then one parent's consent will suffice.
- Both parent(s) or guardian(s) must sign the liability waiver at registration each race day.
- At least two AMEC officers must provide written approval for the driver to participate.
- All track officials will provide strict supervision of the driver at each race attended. Until the driver reaches 16 and/or obtains a driver's license, s/he will be on probation. The driver may be directed to leave the track at any time by way of a black flag or be prevented from starting in a heat race or entering on a race day if they have been deemed a hazard to themselves or other drivers. A suspension of participation may also be imposed as appropriate until the driver is able to participate at a level sufficient for safe competition.
- A SNELL 2000 or newer full-face helmet, neck brace, safety-approved racing uniform, and safety-approved set of racing gloves must be worn at all times while driving in the race car or in the pits.
- All other general and class rules apply.

### Driver Entries

A driver may enter more than one class (providing the classes entered are not in the same heat race) if s/he pays an additional entry fee. For example, a driver may not run in B and C classes simultaneously. A driver may drive different cars in separate heat races if the cars meet the requirements for each class entered. Cars and drivers must

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run as registered. Any driver found racing a car other than that in which s/he registered will be disqualified. Any changes after registration must be cleared through the chief steward and Registration/Timing and Scoring personnel. Deviation will only be allowed under extenuating circumstances.

### **Conduct**

The driver is responsible for the conduct of his pit crew. Any conduct deemed detrimental to the well-being of the club and its members will be grounds for suspension from participation in racing and/or withdrawal of club membership at the discretion of the officers.

Drivers must not be under the influence of alcohol, drugs (prescribed or otherwise) or any substance that may have an effect on the physical or mental ability of the driver. NOTE: The above applies to crewmembers, workers, officials and anyone else directly involved with the operation of the racing event.

Although contact between cars is discouraged for all classes and may result in penalty according to the discretion of the chief flagger and corner workers, any and all contact between Street Legal cars will be subject to penalty. The car(s) determined to be at fault will be disqualified from the heat race at the discretion of the corner workers/chief flagger.

### **Equipment**

All racers must bring their own spill pillows (at least two for each race day), a bucket and shovel for removal of spilled fluids from the ice. Plastic or cardboard is also recommended for underneath tow vehicles and racecars. All competitors must clean up any spilled materials or trash and remove it from the lake. Any competitor violating this rule will be penalized by suspension for one ice-racing event on the first offense.

### **Passengers**

Passengers are only allowed during practice sessions, and must have prior permission from the chief steward. Only individuals 16 years-old and over may be in the passenger seat. They and their parent/guardian must also have signed the release form/insurance waiver at registration.

### **Practice**

*Practice is mandatory for all new drivers.*

## WORKERS

The chief steward will determine the number of workers needed and the positions they will fill. Workers may be reassigned or relieved as needed. Non-driver workers are volunteers. No compensation is provided; however, this does not preclude the club or any of its members from giving gifts of gratitude to the workers.

**Drivers, crewmembers, and workers must sign the required insurance waiver at registration before entering the pit area.**

## RACE PROCEDURES

### *All Classes*

#### *Gridding*

Handicapped starting positions in each class for the first heat race of the day will be determined by inverting the race season's driver cumulative point standing from the previous race.

- Exception 1 – First race of the season starting positions in each class will be picked at random. All first time ice racers will start at the end of the line-up for this race.
- Exception 2 – For consecutive day events (e.g., Lake George Winter Carnival), the second days' starting positions will be determined by inverting the top six drivers in each class from the results of the second heat race on the first day. Positions 7, 8, 9, etc., will start as they finished (by class) in the second heat race of the first day.

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*Late entries and drivers who did not register for the previous race day will start in the rear of the race class. Their positions will be determined in the order of registration on race day.*

The overall finish of the first heat race, regardless of the class, will determine the second heat race starting positions of the race day. All drivers disqualified in the first heat race will start last in the second.

The Finale starting positions are determined from results of the second heat races regardless of class. A, B, C and AWD Class drivers will start ahead of D and E class drivers in the finale. All drivers disqualified in their second heat race start last in their race group.

All first time ice racers are encouraged to start from the rear. This is voluntary.

### **Race Groups**

Group 1 – SL and SL4 classes

Group 2 – D and E classes

Group 3 – A, B, C and AWD classes

Group 4 – Open and SLM classes

### **Car or Driver Substitutions**

All car and driver substitutions should be given to registration personnel at registration (8:30-10:00 am) on race day or to the grid marshal, chief steward, chief flagger, or scoring personnel prior to a race.

No car substitutions, except in Open class, may exceed eligibility for the class in which the driver expects to accrue points. For example, a driver of a C class car may not accrue points in D class.

### **Start of Race**

A rolling start will be used. Cars will line up two abreast. Cars will proceed in an orderly fashion around the course to the starting line where the chief flagger will start the race (provided the course is clear and the cars are lined up in good order).

There will be no passing until cars have passed the start/finish line. All restarts from a full course caution will be single file except for the first aborted (original) start at the green flag.

### **Heat Races and Finale**

All class A through E and AWD cars will run 2 heat races per day (approx. 20 min.). All qualifying A through E and AWD class cars will run one finale race at the end of the day; there may be more than one finale subject to the number of class entries and class distribution. Race officials will determine the length of the finale race according to time constraints and track conditions.

There will be no finale for Open and SLM classes.

### ***SLM and Open classes***

There will be no contact tolerated in the SLM/Open heat races. Any contact between competitors will disqualify all involved for that race. Depending upon the nature of the incident and the severity of damage caused if contact occurs between two or more cars, drivers may be disqualified from participating in subsequent heat races pending the chief steward's decision.

### ***SL and SL4 classes***

Street Legal and Street Legal-Four Wheel Drive classes will run three heat races per race day (approx. 20 minutes each pending time and weather limitations). Line up for the first heat race of the season will be drawn at random. The second heat's starting lineup will be determined by the results of the first heat race. Each race thereafter will be gridded according the previous heat race's finish.

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*All drivers must attend the drivers' meeting at the start of each race day!*

### PROTESTS

Any protest should be made within 15 minutes after the subject race and submitted to the Chief Steward. Driver protests need not be in writing. Protests on technical violations shall be specific as to the nature of the violation and be submitted in writing.

### VIOLATION OF RULES

#### *1<sup>st</sup> Violation*

A first violation will result in disqualification from the race, loss of points for the race and start the remaining races of the day in appropriate class from the rear.

#### *2<sup>nd</sup> Violation*

A second violation will result in disqualification from the race, loss of all points for the weekend, and suspension from the following weekend.

#### *Blue Flag Violation*

Points will be forfeited for any driver who hits another car that is stuck in a snow bank after the blue flag has been displayed.

#### *Black Flag Violation*

Any reported contact with a pylon will result in a black flag and a stop and go penalty.

### POINTS

Points are given to the driver *not* the car.

A champion will be determined for each class by the number of points earned both in the class races and finale races. Twenty-five "incentive points" will be awarded each race day to every driver who enters to race.

Year-end points ties will be broken by determining the driver with the greatest number of 1<sup>st</sup>'s, then 2<sup>nd</sup>'s, etc., as needed.

One car and driver may not get points in more than one class during one race.

#### **Class Champions**

**Points are earned for each class race according to the following:**

1. All cars will receive 1 point for starting the race to be included in the point total awarded for finish position.
2. A car must complete one-half the number of laps completed by the overall winner to be considered a finisher.
3. All cars in the finale will also receive class points for their respective classes.
4. All finishing cars will be awarded class points according to the following chart:

Position	Points	Position	Points
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1	25	11	8
2	22	12	7
3	19	13	6
4	17	14	5
5	15	15	4
6	13	16	3
7	12	17	2
8	11	18	1
9	10	19	1
10	9	20	1

### Finale Championships

**Points are earned for each finale race according to the following:**

1. All drivers earn 1 point for starting the race to be included in the point total awarded for finish position.
2. A car must complete one-half the number of laps completed by the overall winner to be considered a finisher.
3. Finale points are only earned for modified and stock championships.
4. All finishing cars will be awarded finale points according to the following chart:

Position	Points	Position	Points	Position	Points
1	75	11	16	21	6
2	60	12	15	22	5
3	50	13	14	23	4
4	40	14	13	24	3
5	30	15	12	25	2
6	25	16	11	26	1
7	20	17	10	27	1
8	19	18	9	28	1
9	18	19	8	29	1
10	17	20	7	30	1

Point ties will be broken by Finale finishes (greatest number of 1<sup>st</sup>, 2<sup>nd</sup>'s etc). If there still is a point tie, then the heat race finishes will be used to break the tie.

In addition to individual class championships, two finale championships will be awarded: the Modified Finale championship that includes A, B, and AWD classes, and the Stock Finale championship that includes C, D, and E classes. Trophies will be awarded to the top three competitors in both of these championships at the year-end banquet.

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## APPENDIX A



## FLAGS

**Green Flag** The green flag is waved by the starter to indicate the beginning of a race, or a qualifying or practice session. It is waved after a caution flag has been displayed to tell the drivers that the race has been restarted. The green flag also is an indication that the course is clear of any obstacles or debris.

**Yellow Flag** The yellow flag is the signal for caution. When it is held stationary it is an indication that there is a problem ahead. Drivers must slow and refrain from passing. A waving yellow flag indicates immediate danger ahead. Drivers must be prepared to stop and cannot pass, although they can close the distance to the car immediately in front. Yellow flags can indicate problems in one area of a track when waved by only one or two corner workers. A "full course caution" (or yellow) is when all flags around the track are being waved. This is initiated by the starter.

**Passing under the yellow is a serious infraction and drivers may be severely penalized.**

**Red Flag** When a race is "red flagged", it is stopped due to some condition that has made the track un-raceable. These conditions can range from weather problems to accidents to surface problems. A red flag often means the track has been completely blocked by an accident or debris and there is no safe route through the problem. As soon as a red flag is shown, drivers must come to a stop (behind the car immediately ahead) as quickly and safely as possible.

**White Flag** When waved by the starter the white flag indicates that a driver is entering the last lap of practice or a race. It is waved continuously to all cars following the leader until the leader approaches the finish line.

When two flags are rolled up and pointed toward the track, this signifies two laps to go.

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Two flags crossed like an “X” indicates the “half-way” mark of the race.

**Black Flag** The all-black flag means that there has been an infraction. When waved, the driver must bring the car to start/finish on the next lap. Drivers who ignore a black flag may incur severe penalties, including disqualification and loss of points.

A black flag rolled up and pointed at a driver signifies a warning for an infraction. The driver should not stop at start/finish.

**Black Flag with Orange Circle (Meatball Flag)** The black flag with an orange circle means the driver must bring the car to the pits on the next lap. This flag indicates there is a serious mechanical problem with the car that can endanger the driver or others. Ignoring this flag can bring severe penalties as it represents a dangerous situation.

**Blue Flag** A solid blue flag will be displayed to warn drivers that a car is stuck off track or in a snow bank. While it is permitted to race as usual, drivers must take care not to hit the disabled car.

**Blue Flag with Yellow Stripe** The blue flag with a yellow stripe (or passing flag) has different meanings depending on how it is held. When it is held motionless it is an indication to a driver that there is a faster car following closely behind, but not yet close enough for a pass. A waving blue flag indicates that the driver is about to be overtaken and should take care to permit the following vehicle a safe pass. This is an informational flag. It is not mandatory to move over. Cars racing for position do not have to move off line. However, cars are not allowed to block.

**Checkered Flag** The starter waves the checkered flag to indicate the finish of the race or practice session. The checkered flag is waved for all finishers.

## Appendix B

### *Do's and Don'ts for Ice Racers*

Do	Don't
...be on time. Registration ends at 10:00am sharp! Getting started on time helps us to get in a full race day.	...hit other cars. It's unsportsmanlike and won't be tolerated.
...attend the driver's meeting. You are responsible for all information and directives given at each meeting.	...interfere with other cars right-of-way. The first car into a corner has the right-of-way.
...make sure your numbers are clear. If the scorers can't read your numbers, you won't get scored!	...bounce your car off or into another in order to pass.
...make sure you know the meaning of all the flags.	...hit pylons – we need them for the track. You'll get black-flagged if you do.
...use your mirrors. Get into the	...slow down too much when

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habit of looking before you go into a corner.	entering the pits during a race. or return to the track without exercising complete caution.
...drive carefully in the pits! Enter the track with caution after a pit stop!	...speed into the pits.
...get out of the way of faster cars.	...interrupt the scorers. They need to concentrate to get it right!
...make sure that required lights are working at all times.	...argue with race officials.
...clean up any spills from your car with a spill pillow.	...leave trash or debris on the lake.

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