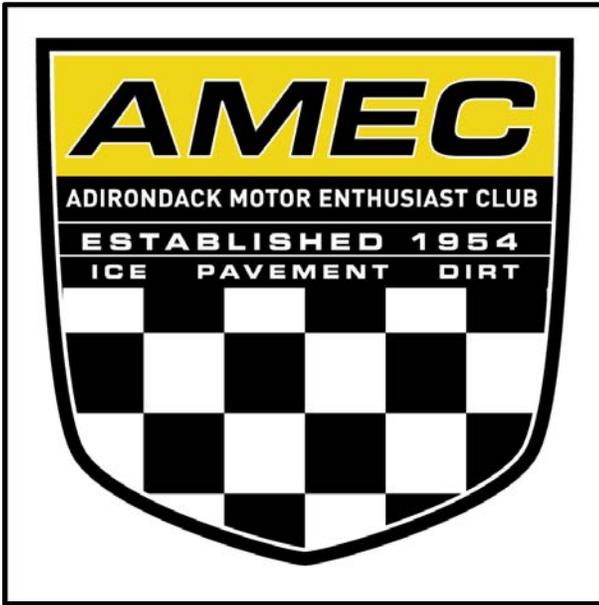




2017 Ice Racing Rules



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1.0 Adirondack Motor Enthusiast Club

1.1. Introduction

- 1.1.1. The Adirondack Motor 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.
- 1.1.2. 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.

1.2. Membership

- 1.2.1. All drivers and workers must be a current member of AMEC. Annual membership dues are \$ 40.00 for individual memberships and \$ 50.00 for family memberships (to include only one driver) per calendar year (January 1st through December 31st). Membership dues are non-refundable unless otherwise specified by the AMEC officers.
- 1.2.2. Membership renewals and dues are due no later than the first Saturday following New Years Day of each calendar year (as corresponds with the AMEC Annual Meeting). Any dues received after the date of the Annual Banquet will be subject to a \$ 20.00 late fee.
- 1.2.3. **Member-for-a-Day** membership – non AMEC members can race with the Club on a specific race day by completion of a Member-for-a-Day registration. This special registration makes the racer a Club member for the race day and subject to the AMEC Rules and Bylaws. Registration for Member-for-a-Day is an additional \$ 20.00 to the normal registration fees. Members-for-a-Day will be scored in season championship points. Member-for-a-Day drivers will be assigned a car number from a list of numbers available and must come to the event prepared to apply this temporary number on their car. Subsequent participation at AMEC events does not entitle the Member-for-a-Day to reuse the temporary number from a previous event.

2.0 Driver Eligibility & Requirements

2.1. Minimum Age

- 2.1.1. Drivers must be at least 18 years of age and possess a valid driver's license.
- 2.1.2. Drivers 16 or 17 years-old with a valid driver's license may enter a Modified or Stock Sportsman class vehicle in an Open class race only provided a parent or legal guardian is in attendance at registration and for the duration of the race day. The parent or guardian and must sign the release located on the registration form.
- 2.1.3. Talented, experienced drivers 14 to 16 years of age without a driver's license may enter a Modified or Stock Sportsman class car in Open Class only. To do so, the following conditions must be met:
 - 2.1.3.1. A copy of the driver's birth certificate must be provided and will be kept on file with the registrar.
 - 2.1.3.2. 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.
 - 2.1.3.3. Driver must have written consent from either both parents or legal guardian(s); 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.
 - 2.1.3.4. Either both parent(s) or guardian(s) must sign the liability waiver at registration each race day.
 - 2.1.3.5. At least two AMEC officers must provide written approval for the driver to participate.
 - 2.1.3.6. 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.
 - 2.1.3.7. 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.
 - 2.1.3.8. All other general and class rules apply.

2.2. Driver Equipment

- 2.2.1. SNELL 2000 or newer helmets are required and must be worn at all times when on the race course. The helmet must be presented at tech inspection. An AMEC sticker will be issued for application on approved helmets. Sticker must be affixed to the left side of the helmet so that it is clearly visible from the outside of the car.
- 2.2.2. Eye protection is not required but strongly suggested.
- 2.2.3. Fire suits are highly encouraged and may become mandatory in the future.
- 2.2.4. Safety-approved racing gloves are highly encouraged and may become mandatory in the future.

3.0 Car Classes

AMEC has established the following Classes of cars for ice racing;

Street Legal – Two wheel and four wheel drive with and without studs – Section 3.1

Street Legal Modified – Section 3.2

Stock Sportsman – Section 3.3

Modified Class – Section 3.4

Super Modified Closed – Section 3.5

Super Modified Open – Section 3.6

All Wheel Drive – Section 3.7

Open – Section 3.8

3.1. Street Legal Class

The Street Legal Class is a race venue that allows for cars to be driven to an event, prepped as necessary, raced, and then driven home. This race format allows for a wide range of cars to participate. For these reasons it is important to minimize the potential for car damage from car-to-car contact. It is important for Street Legal Class racers to understand the “No Contact” rule and the enforcement and repercussions for failing to adhere to it.

3.1.1. General Requirements

- 3.1.1.1. Street Legal classes include any original production cars able to pass NYS safety inspection for street use.
- 3.1.1.2. All cars must start each season with a neat and clean appearance. The Tech Inspector and Race Officials can disqualify a car that they deem is not compliant or acceptable for competition.
- 3.1.1.3. All cars must display the AMEC website address (www.icerace.com) in the form of an approved bumper sticker.
- 3.1.1.4. All cars must be self-starting.
- 3.1.1.5. Any pump fuel or race fuel is allowed. No “exotic” fuels will be permitted. Only additives whose purpose is recognized to be as a gas line antifreeze, octane booster, or engine lubricant (2-cycle) will be permitted.

3.1.2. Car Requirements

- 3.1.2.1. Entry is restricted to four-wheel vehicles, foreign or domestic, conforming to the Class specifications. 2 wheel and 4 wheel drive cars are eligible. No pickup trucks, sport utility vehicles, mini-vans, or similar high center of gravity vehicles are acceptable to race.
- 3.1.2.2. Batteries must be securely mounted. Batteries located in the passenger compartment must be an approved battery containment box with a cover to prevent spillage in case of accident.
- 3.1.2.3. Locked differentials are not allowed
- 3.1.2.4. The exhaust system may be replaced with an open system and muffler that runs in the stock location and exits in the stock location. Maximum dB at 25 feet is 95 dB under racing conditions. dBs allowed will probably be reduced in future years. Fumes must not be allowed to reach the driver. System approval is to be up to the discretion of the chief tech inspector.
- 3.1.2.5. It is permitted to remove the interior.
- 3.1.2.6. Tow hooks, front and rear, not extending past the bodywork and firmly attached to the car frame are highly suggested. Tow hooks greatly reduce the possibility of damage.

Neither AMEC nor tow vehicle operators will accept responsibility for any damage to racecars with or without tow hooks.

3.1.3. Safety Equipment

3.1.3.1. All belts must be securely mounted and be used whenever the car is on the racecourse. Competition harness **MUST** be 2007 SFI or newer tagged harness. All seat belts are subject to tech inspection at every event. Worn or faded seat belts may be rejected at the discretion of the inspector.

3.1.3.2. A rear view mirror is required in all cars. Either externally mounted or the preferred mirror is a long version racing mirror installed inside the race car.

3.1.4. Tires and Wheels

3.1.4.1. 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.

3.1.4.2. Street Legal Class cars requires a dedicated winter tire. **NO** All Season radials may be used. These dedicated winter tires may be identified by a mountain/snowflake symbol such as Blizzak, Nokian, etc. without studs on all four wheels with at least 50% tread depth remaining.



A mountain/snowflake symbol branded on the tire's sidewall identifies tires that met the required performance in snow testing. The mountain/snowflake symbol is expected to be fully implemented on new tires by now, however there still may be a few winter/snow tires in the marketplace that meet the requirements but were produced in molds manufactured before the symbol was developed.

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

3.1.4.4. Studded Classes SLS & SLS4 require Nokian Hakkapeliitta 7 or Hakkapeliitta 8 as the specified tire. The tire must be used as manufactured and may not be altered in any way.

3.1.5. No Contact Rule

3.1.5.1. Street Legal Class maintains a **strict** No Contact rule. It is expected that all drivers will maintain adequate racing room between cars under racing conditions to avoid contact. The overtaking driver must anticipate speed and course changes to prevent contact.

3.1.5.2. In the event of contact the cars involved will be black flagged.

3.1.5.3. 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 Class Coordinator and Chief Flagger. Contact can be penalized at any time throughout the ice race season or even into the next season.

3.1.5.4. Repeated violations or clear disregard for the No Contact rule will result in suspension of the driver in remaining events for the season or even subsequent seasons up to and including permanent expulsion.

3.2. Street Legal Modified

Street Legal Modified (SLM) Class provides an intermediate option for racers between Street Legal Class and Modified Classes. Like Street Legal Class cars, SLM Class cars may be driven to the event and prepped as necessary for racing. SLM Class permits use of specialty ice racing studs. The “No Contact” rule applies to SLM Class

3.2.1. General Requirements

- 3.2.1.1. SLM Class includes any original production cars able to pass NYS safety inspection for street use.
- 3.2.1.2. All cars must start each season with a neat and clean appearance. The Tech Inspector and Race Officials can disqualify a car that they deem is not compliant or acceptable for competition.
- 3.2.1.3. All cars must display the AMEC website address (www.icerace.com) in the form of an approved bumper sticker.
- 3.2.1.4. 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
- 3.2.1.5. All cars must be self-starting.
- 3.2.1.6. Any pump fuel or race fuel is allowed. No “exotic” fuels will be permitted. Only additives whose purpose is recognized to be as a gas line antifreeze, octane booster, or engine lubricant (2-cycle) will be permitted.
- 3.2.1.7. SLM will race with SS and Open class and pay the same entry fee.

3.2.2. Car Requirements

- 3.2.2.1. Entry is restricted to four-wheel vehicles, foreign or domestic, conforming to the Class specifications. 2 and 4 wheel drive cars are eligible. No pickup trucks, sport utility vehicles, mini-vans, or similar high center of gravity vehicles are acceptable to race.
- 3.2.2.2. Engine updates within same vehicle manufacture is allowed as long as remaining stock appearing.
- 3.2.2.3. Locked differentials are not allowed
- 3.2.2.4. SLM Class cars must be equipped with stock bumpers. Stock bumpers may be trimmed as long as the remaining section has no sharp or dangerous edges.
- 3.2.2.5. 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.
- 3.2.2.6. Batteries must be securely mounted. Batteries located in the passenger compartment must be an approved battery containment box with a cover to prevent spillage in case of accident.
- 3.2.2.7. 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.
- 3.2.2.8. Whatever the location of the exit location of the exhaust system, fumes must not be allowed to reach the driver. System approval is to be up to the discretion of the chief tech inspector.
- 3.2.2.9. The exhaust system may be replaced with an open system and muffler that runs in the stock location and exits in the stock location.
- 3.2.2.10. Tow hooks, front and rear, not extending past the bodywork and firmly attached to the car frame are highly suggested. Tow hooks greatly reduce the possibility of damage. Neither AMEC nor tow vehicle operators will accept responsibility for any damage to racecars with or without tow hooks.

3.2.3. Safety Equipment

- 3.2.3.1. SLM cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT (fog light) or BLUE LED LIGHT (think police car) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working quartz halogen light or blue light you will not race.
- 3.2.3.2. All cars must have a bright red LED properly operating stoplight mounted outside the car. Brake light must be mounted at a minimum height of the base of the rear window (or

- roof) and mounted outside the car. This light must be operational at all times. Other than original equipment, rear lights may be substituted on all class cars but must be clearly visible to any following car. Original equipment lights may be removed, but the holes must be covered with solid, durable material.
- 3.2.3.3. SLM cars must have a roll bar with two rear facing braces.
 - 3.2.3.4. Side bar protection is optional.
 - 3.2.3.5. Disconnecting the air bag is optional.
 - 3.2.3.6. Fire extinguishers are mandatory in SLM class cars 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, Halogenated, or Clean Agent extinguisher mounted in a fire extinguisher holder with a steel strap and latch.
 - 3.2.3.7. A 4-point competition harness is required. The tech inspector should be consulted as to proper installation of such harness. All belts must be securely mounted and be used whenever the car is on the racecourse. All seatbelts **MUST** be 2007 SFI or newer tagged harness. All seat belts are subject to tech inspection at every event. Worn or faded seat belts may be rejected at the discretion of the inspector.
 - 3.2.3.8. All seatbelts **MUST** be 2007 SFI or newer tagged harness. All seat belts are subject to tech inspection at every event. Worn or faded seat belts may be rejected at the discretion of the inspector.
 - 3.2.3.9. A rear view mirror is required in all cars. Either externally mounted or the preferred mirror is a long version racing mirror installed inside the race car.
- 3.2.4. Tires and Wheels Options
- 3.2.4.1. SLM 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.
 - 3.2.4.2. Used Menard ice racing tires with stock or approved ice racing studs up to 30 studs/ft. A liner and tube may be used. **FLUORESCENT OR BRIGHTLY COLORED SEALER IS NOT ALLOWED**, only white or clear sealer can be used.
 - 3.2.4.3. 135 85 15 Pirelli WR5 ice rally tire with molded in studs allowed
 - 3.2.4.4. Any tire with approved ice racing studs. Approved studs are;
 - 3.2.4.4.1. Kold Kutter AMA #10 screw at 30 per foot
 - 3.2.4.4.2. Kanadian Kold Kutter #12 at 20 per foot
- 3.2.5. No Contact Rule
- 3.2.5.1. SLM Class maintains a **strict** No Contact rule. It is expected that all drivers will maintain adequate racing room between cars under racing conditions to avoid contact. The overtaking driver must anticipate speed and course changes to prevent contact.
 - 3.2.5.2. In the event of contact the cars involved will be black flagged.
 - 3.2.5.3. Any and all contact between SLM Class 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 Class Coordinator and Chief Flagger. Contact can be penalized at any time throughout the ice race season or even into the next season.
 - 3.2.5.4. Repeated violations or clear disregard for the No Contact rule will result in suspension of the driver in remaining events for the season or even subsequent seasons up to and including permanent expulsion.

3.3. Stock Sportsman Class

The Stock Sportsman (SS) Class provides a venue for racing fully stock 4 cylinder cars used in other racing activities such as entry level dirt tracks events and enduros. The SS Class permits use of specialty ice racing studs. The “No Contact” rule applies to SS Class

3.3.1. General Requirements

- 3.3.1.1. All cars must start each season with a neat and clean appearance. The Tech Inspector and Race Officials can disqualify a car that they deem is not compliant or acceptable for competition.
- 3.3.1.2. All cars must display the AMEC website address (www.icerace.com) in the form of an approved bumper sticker
- 3.3.1.3. 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.
- 3.3.1.4. All cars must be self-starting
- 3.3.1.5. No race fuels allowed, pump gas only, maximum 93 octane.
- 3.3.1.6. SS will race with SLM and Open class and pay the same entry fee.

3.3.2. Car Requirements

- 3.3.2.1. Entry is restricted to four-wheel vehicles, foreign or domestic, conforming to the Class specifications. Only 2 wheel drive cars are eligible. No pickup trucks, sport utility vehicles, mini-vans, or similar high center of gravity vehicles are acceptable to race.
- 3.3.2.2. All cars retaining the original body shape. Cars must be based on eligible stock class cars with stock engines and stock suspension.
- 3.3.2.3. All full bodied SS 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)
- 3.3.2.4. 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.
- 3.3.2.5. Batteries must be securely mounted. Batteries located in the passenger compartment must be in an approved battery containment box with a cover to prevent spillage in case of accident.
- 3.3.2.6. All cars must be only 4 cylinders with a maximum displacement of 2600 cc (2.6 liters)
- 3.3.2.7. Adding of ballast to SS Class car is not be permitted.
- 3.3.2.8. No rotary engines.
- 3.3.2.9. No turbo or superchargers allowed.
- 3.3.2.10. Suspension geometry must be unmodified. Stock or OEM type replacement shock absorbers allowed.
- 3.3.2.11. Sway bars are unrestricted.
- 3.3.2.12. Strut area supports front and rear are unrestricted.
- 3.3.2.13. Methods for adjusting camber/caster are free.
- 3.3.2.14. No internal or external engine modifications permitted.
- 3.3.2.15. Stock air box or cold air intake is allowed.
- 3.3.2.16. Exhaust must have the stock exhaust manifold and front pipe MUST remain, no headers allowed.
- 3.3.2.17. 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.

- 3.3.2.18. Whatever the location of the exit location of the exhaust system, fumes must not be allowed to reach the driver. System approval is to be up to the discretion of the chief tech inspector.
- 3.3.2.19. No locked (welded or spool) differentials allowed. Factory installed stock limited slips allowed
- 3.3.2.20. SS class cars may not have external nerf bars.
- 3.3.2.21. Stock glass windshield can stay, or be replaced with Lexan, or you may remove the windshield but you MUST have a safety screen which in construction should either have an outer "ring" made from no less than 3/8 inch round stock including a center rod OR the screen must be riveted to the A pillars, roof and cowl area. The screen must have openings no larger than 1"x1". No chicken wire.
- 3.3.2.22. If running with no windshield, the rear window may be removed. 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.
- 3.3.2.23. Tow hooks, front and rear, not extending past the bodywork and firmly attached to the car frame are highly suggested. Tow hooks greatly reduce the possibility of damage. Neither AMEC nor tow vehicle operators will accept responsibility for any damage to racecars with or without tow hooks
- 3.3.3. Safety Requirements.
 - 3.3.3.1. SS cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT (fog light) or BLUE LED LIGHT (think police car) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working quartz halogen light or blue light you will not race.
 - 3.3.3.2. All cars must have a bright red LED properly operating stoplight mounted outside the car. Brake light must be mounted at a minimum height of the base of the rear window (or roof) and mounted outside the car. This light must be operational at all times. Other than original equipment, rear lights may be substituted on all class cars but 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.
 - 3.3.3.3. The drivers' seat may be replaced with a racing seat. Any seat must be securely attached to either a part of the roll cage or on non-rusted solid factory mounting locations.
 - 3.3.3.4. SS class cars must have a minimum of a 4-point competition harness. All belts must be securely mounted and be used whenever the car is on the racecourse. All seatbelts MUST be 2007 SFI or newer tagged harness. All seat belts are subject to tech inspection at every event. Worn or faded seat belts may be rejected at the discretion of the inspector.
 - 3.3.3.5. All air bags should be removed or MUST be completely deactivated if they remain in the car.
 - 3.3.3.6. Fire extinguishers are mandatory in SS class cars 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, Halogenated, or Clean Agent extinguisher mounted in a fire extinguisher holder with a steel strap and latch.
 - 3.3.3.7. A rear view mirror is required in all cars. Either externally mounted or the preferred mirror is a long version racing mirror installed inside the race car.
 - 3.3.3.8. Roll Cage
 - 3.3.3.8.1. Roll cages must be made of regular steel tubing (.095 hot roll) and not less than 1½" O.D. tubing.
 - 3.3.3.8.2. Corner welds must have steel gusset plates of no less than ⅛" thickness. The cage must be full width and not lower than the driver's helmet.

- 3.3.3.8.3. 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.
 - 3.3.3.8.4. SS Class cars are required to install a minimum of one door bar.
 - 3.3.3.8.5. All roll cages must be padded in the head, arm and leg area of cage.
 - 3.3.3.8.6. Prefab and bolt in kits are at the discretion of the head Tec inspector.
- 3.3.4. Tires and Wheels
- 3.3.4.1. 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.
 - 3.3.4.2. Used Menard ice racing tires with stock or approved ice racing studs up to 30 studs/ft. A liner and tube may be used. FLUORESCENT OR BRIGHTLY COLORED SEALER IS NOT ALLOWED, only white or clear sealer can be used.
 - 3.3.4.3. 135 85 15 Pirelli WR5 ice rally tire with molded in studs allowed
 - 3.3.4.4. Any tire with approved ice racing studs. Approved studs are;
 - 3.3.4.4.1. Kold Kutter AMA #10 screw at 30 per foot
 - 3.3.4.4.2. Kanadian Kold Kutter #12 at 20 per foot
 - 3.3.4.5. Studs are installed by driving them thru the tire from the outside to the inside of the tire and tightening a locknut onto the protruding threads on the inside. Liquid tire sealer (clear or white ONLY) is used to seal the tire. Members suggest using 20 oz. of sealer per tire and adding some periodically during the season. A washer placed under the head of the screw will be allowed to help stabilize the screw.
 - 3.3.4.6. Any readily available summer, all season, or winter tire may be used
- 3.3.5. No Contact Rule
- 3.3.5.1. SS Class maintains a strict No Contact rule. It is expected that all drivers will maintain adequate racing room between cars under racing conditions to avoid contact. The overtaking driver must anticipate speed and course changes to prevent contact.
 - 3.3.5.2. In the event of contact the cars involved will be black flagged.
 - 3.3.5.3. Any and all contact between SS Class 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 Class Coordinator and Chief Flagger.
 - 3.3.5.4. Repeated violations or clear disregard for the No Contact rule will result in suspension of the driver in remaining events for the season or even subsequent seasons up to and including permanent expulsion.
- 3.4. Modified Class
- Modified Class (MC) cars are modified production cars using ice racing studs in specialty tires.
- 3.4.1. General Requirements
- 3.4.1.1. 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.
 - 3.4.1.2. All cars must display the AMEC website address (www.icerace.com) in the form of an approved bumper sticker.
 - 3.4.1.3. 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.
 - 3.4.1.4. All cars must be self-starting.

- 3.4.1.5. Any pump fuel or race fuel is allowed. No “exotic” fuels will be permitted. Only additives whose purpose is recognized to be as a gas line antifreeze, octane booster, or engine lubricant (2-cycle) will be permitted.
- 3.4.2. Car Requirements
 - 3.4.2.1. Entry is restricted to four-wheel vehicles, foreign or domestic, conforming to the Class specifications. Only 2 wheel drive cars are eligible. No pickup trucks, sport utility vehicles, mini-vans, or similar high center of gravity vehicles are acceptable to race.
 - 3.4.2.2. All cars retaining the original body shape. Cars must be based on eligible stock class cars with the exception of modified engines and modified suspension.
 - 3.4.2.3. MC Class includes any two wheel drive car with stock un-altered full body with engines up to 3600cc.
 - 3.4.2.4. 2, 3, and 4 valve engines and rotary engines allowed. No forced air induction allowed, i.e.: No turbo or superchargers or the like. (i.e. no leaf blowers). Any forced air induction engine will be classed as Super Modified Closed, SMC.
 - 3.4.2.5. Engine upgrades permitted however engine must be same manufacturer as car body.
 - 3.4.2.6. Maximum race weight for MC Class cars is 3000 pounds.
 - 3.4.2.7. Adding of ballast to a car in MC Class cars is not be permitted.
 - 3.4.2.8. MC Class 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.
 - 3.4.2.9. All full bodied MC 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).
 - 3.4.2.10. 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.
 - 3.4.2.11. Batteries must be securely mounted. Batteries located in the passenger compartment must be an approved battery containment box with a cover to prevent spillage in case of accident.
 - 3.4.2.12. Electric fuel pumps inside the passenger compartment must be completely enclosed with a half-inch drain hole leading outside the car.
 - 3.4.2.13. MC Class windshields and rear glass may not be removed. 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.
 - 3.4.2.14. Locked or limited slip differentials are permitted.
 - 3.4.2.15. Suspension up grades permitted. Mount locations may be moved. NO reconstruction of suspension mounting via tube framing or reframing of any kind. If tube frame modifications exist, car will be place in SMC.
 - 3.4.2.16. MC Class cars may be updated 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: example, an engine used in a VW Jetta may be used in a VW Rabbit as long as the number of cylinders and valves/cylinder remain the same. The model line extends only until the model is redesigned. This often but not in all cases evidenced by a significant body change.

- 3.4.2.17. 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.
- 3.4.2.18. Whatever the location of the exit location of the exhaust system, fumes must not be allowed to reach the driver. System approval is to be up to the discretion of the chief tech inspector.
- 3.4.2.19. MC class cars may not have external nerf bars.
- 3.4.2.20. Tow hooks, front and rear, not extending past the bodywork and firmly attached to the car frame are highly suggested. Tow hooks greatly reduce the possibility of damage. Neither AMEC nor tow vehicle operators will accept responsibility for any damage to racecars with or without tow hooks.
- 3.4.3. Safety Requirements
 - 3.4.3.1. MC Class cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT (fog light) or BLUE LED LIGHT (think police car) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working quartz halogen light or blue light you will not race.
 - 3.4.3.2. All cars must have a bright red LED properly operating stoplight mounted outside the car. Brake light must be mounted at a minimum height of the base of the rear window (or roof) and mounted outside the car. This light must be operational at all times. Other than original equipment, rear lights may be substituted on all class cars but 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.
 - 3.4.3.3. MC class cars must have a minimum of a 4-point competition harness. All belts must be securely mounted and be used whenever the car is on the racecourse. All seatbelts MUST be 2007 SFI or newer tagged harness. All seat belts are subject to tech inspection at every event. Worn or faded seat belts may be rejected at the discretion of the inspector.
 - 3.4.3.4. Fire extinguishers are mandatory in MC Class cars 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, Halogenated, or Clean Agent extinguisher mounted in a fire extinguisher holder with a steel strap and latch.
 - 3.4.3.5. A rear view mirror is required in all cars. Either externally mounted or the preferred mirror is a long version racing mirror installed inside the race car.
 - 3.4.3.6. Roll cages
 - 3.4.3.6.1. Roll cages must be made of regular steel tubing (.095 hot roll) and not less than 1½" O.D. tubing.
 - 3.4.3.6.2. Corner welds must have steel gusset plates of no less than ⅛" thickness. The cage must be full width and not lower than the driver's helmet.
 - 3.4.3.6.3. 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. Minimum of two side bars driver side and one bar passenger side.
 - 3.4.3.6.4. All roll cages must be padded in the head, arm and leg area of cage.
 - 3.4.3.6.5. Prefab and bolt in kits are at the discretion of the head Tec inspector.
- 3.4.4. Tires and Wheels
 - 3.4.4.1. MC 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.
 - 3.4.4.2. 135 85 15 Pirelli WR5 ice rally tire with molded in studs allowed
 - 3.4.4.3. Pryme studded ice racing tires (20 studs/ ft.)

- 3.4.4.4. Used Menard tires with stock studs replaced by approved ice racing studs up to 20 studs/ft. Approved studs are as follows;
 - 3.4.4.4.1. Kold Kutter AMA #10 screw at 20 per foot
- 3.4.4.5. Studs are installed by driving them thru the tire from the outside to the inside of the tire and tightening a locknut onto the protruding threads on the inside. Liquid tire sealer (clear or white ONLY) is used to seal the tire. Members suggest using 20 oz of sealer per tire and adding some periodically during the season. A washer placed under the head of the screw will be allowed to help stabilize the screw.
- 3.4.4.6. New Pryme ice racing tires produced without studs and studded with approved ice racing studs up to 20 studs/ft.
- 3.4.4.7. Any tire studded with approved ice racing studs up to 20 studs/ft.

3.5. Class B – Super Modified Closed (SMC)

Super Modified Closed Class cars are heavily modified production cars using ice racing studs in specialty tires.

3.5.1. General Requirements

- 3.5.1.1. 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.
- 3.5.1.2. 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.
- 3.5.1.3. All cars must be self-starting.
- 3.5.1.4. All cars must display the AMEC website address (www.icerace.com) in the form of an approved bumper sticker.
- 3.5.1.5. Any pump fuel or race fuel is allowed. No “exotic” fuels will be permitted. Only additives whose purpose is recognized to be as a gas line antifreeze, octane booster, or engine lubricant (2-cycle) will be permitted.

3.5.2. Car Requirements

- 3.5.2.1. Entry is restricted to four-wheel vehicles, foreign or domestic, conforming to the Class specifications. Only 2 wheel drive cars are eligible. No pickup trucks, sport utility vehicles, mini-vans, or similar high center of gravity vehicles are acceptable to race.
- 3.5.2.2. SMC Includes all heavily modified cars retaining the original body shape.
- 3.5.2.3. Cars must be based on eligible stock class cars and retain minimum 1/3 of the original floor pan and both rocker panels. Firewalls may be modified as needed.
- 3.5.2.4. SMC Class 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.
- 3.5.2.5. All full bodied SMC 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).
- 3.5.2.6. No restrictions on suspension. Tube-chassis cars with stock bodies added are not permitted.
- 3.5.2.7. Naturally aspirated, supercharged, and turbo-charged engines up to 360ci may be used.
- 3.5.2.8. Maximum race weight for SMC Class cars is 3000 pounds.
- 3.5.2.9. Locked differentials, engine conversions, turbo or super charging are permitted.

- 3.5.2.10. Adding of ballast to a car in SMC will not be permitted.
 - 3.5.2.11. Removal of interior upholstery, trim and seats will be permitted. The interior of the driver's door on all cars must have no sharp or dangerous edges.
 - 3.5.2.12. Batteries must be securely mounted. Batteries located in the passenger compartment must be in an approved battery containment box with a cover to prevent spillage in case of accident.
 - 3.5.2.13. Electric fuel pumps inside the passenger compartment must be completely enclosed with a half-inch drain hole leading outside the car.
 - 3.5.2.14. 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.
 - 3.5.2.15. SMC Class cars windshields and rear glass may not be removed. 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.
 - 3.5.2.16. SMC Class cars may NOT have EXTERNAL nerf bars.
 - 3.5.2.17. SMC Class cars will not be allowed the use of an overhead wing. SMC cars will run in the finale under their own scoring and class championship.
 - 3.5.2.18. 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.
 - 3.5.2.19. Whatever the location of the exit location of the exhaust system, fumes must not be allowed to reach the driver. System approval is to be up to the discretion of the chief tech inspector.
 - 3.5.2.20. Tow hooks, front and rear, not extending past the bodywork and firmly attached to the car frame are highly suggested. Tow hooks greatly reduce the possibility of damage. Neither AMEC nor tow vehicle operators will accept responsibility for any damage to racecars with or without tow hooks.
- 3.5.3. Safety Requirements
- 3.5.3.1. SMC cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT (fog light) or BLUE LED LIGHT (think police car) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working quartz halogen light or blue light you will not race.
 - 3.5.3.2. All cars must have a bright red LED properly operating stoplight mounted outside the car. Brake light must be mounted at a minimum height of the base of the rear window (or roof) and mounted outside the car. This light must be operational at all times. Other than original equipment, rear lights may be substituted on all class cars but 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.
 - 3.5.3.3. Fire extinguishers are mandatory in SMC Class cars 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, Halogenated, or Clean Agent extinguisher mounted in a fire extinguisher holder with a steel strap and latch.
 - 3.5.3.4. Arm restraints or window nets and/or roof nets are suggested on all SMC Class cars. A Lexan window on a SMC Class car may substitute for a window net.
 - 3.5.3.5. SMC Class cars must have at least a full 5-point competition harness. All belts must be securely mounted and be used whenever the car is on the racecourse. All seatbelts MUST be 2007 SFI or newer tagged harness. All seat belts are subject to tech inspection at every event. Worn or faded seat belts may be rejected at the discretion of the inspector.

- 3.5.3.6. A rear view mirror is required in all cars. Either externally mounted or the preferred mirror is a long version racing mirror installed inside the race car.
- 3.5.3.7. Roll Cage
 - 3.5.3.7.1. Roll cages must be made of regular steel tubing (.095 hot roll) and not less than 1½" O.D. tubing.
 - 3.5.3.7.2. Corner welds must have steel gusset plates of no less than ⅛" thickness. The cage must be full width and not lower than the driver's helmet.
 - 3.5.3.7.3. 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. Minimum of two side bars driver side and one bar passenger side.
 - 3.5.3.7.4. All roll cages must be padded in the head, arm and leg area of cage.
 - 3.5.3.7.5. Prefab and bolt in kits are at the discretion of the head Tech Inspector.
- 3.5.4. Tires and Wheels
 - 3.5.4.1. MC Class cars may run any size wheel and any tire. Tires and wheels may be of any width, diameter and offset.
 - 3.5.4.2. The shoulder of the tire on SMC Class cars may extend up to three inches past the body work or side protection bars.
 - 3.5.4.3. 135 85 15 Pirelli WR5 ice rally tire with molded in studs allowed
 - 3.5.4.4. Pryme studded ice racing tires (30 studs/ ft.)
 - 3.5.4.5. Used Menard tires with stock studs replaced by approved ice racing studs up to 30 studs/ft. Approved studs are as follows;
 - 3.5.4.5.1. Kold Kutter AMA #10 screw at 30 per foot
 - 3.5.4.5.2. Kanadian Kold Kutter #12 at 20 per foot
 - 3.5.4.6. Studs are installed by driving them thru the tire from the outside to the inside of the tire and tightening a locknut onto the protruding threads on the inside. Liquid tire sealer (clear or white ONLY) is used to seal the tire. Members suggest using 20 oz of sealer per tire and adding some periodically during the season. A washer placed under the head of the screw will be allowed to help stabilize the screw.
 - 3.5.4.7. New Pryme ice racing tires produced without studs and studded with approved ice racing studs up to 30 studs/ft.
 - 3.5.4.8. DMACK tires are allowed produced without studs and studded with approved ice racing studs up to 30 studs/ft.
 - 3.5.4.9. Any aftermarket tire studded with approved ice racing studs up to 30 studs/ft.
- 3.6. Class A – Super Modified Open (SMO)

Super Modified Open Class cars are purpose built race cars using ice racing studs in specialty tires.

 - 3.6.1. General Requirements
 - 3.6.1.1. 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.
 - 3.6.1.2. All cars must display the AMEC website address (www.icerace.com) in the form of an approved bumper sticker.
 - 3.6.1.3. 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.
 - 3.6.1.4. All cars must be self-starting.

- 3.6.1.5. Any pump fuel or race fuel is allowed. No “exotic” fuels will be permitted. Only additives whose purpose is recognized to be as a gas line antifreeze, octane booster, or engine lubricant (2-cycle) will be permitted.
- 3.6.2. Car Requirements
 - 3.6.2.1. SMO Class cars must have a maximum weight of 3,000 lbs. and a minimum weight of 1,000 lbs. Scratch-built cars must produce weight slip if requested by tech inspector.
 - 3.6.2.2. SMO Class cars are scratch-built or tube frame cars so modified as to be no longer recognizable. For example, cars using only the floor pan of the original car.
 - 3.6.2.3. Naturally aspirated, supercharged, and turbo-charged engines of any size engine may be used.
 - 3.6.2.4. Firmly anchored ballast is permitted. Ballast must be painted black in color and have the race car number noted on the ballast.
 - 3.6.2.5. SMO Class bodies are free of restriction.
 - 3.6.2.6. Batteries must be securely mounted. Batteries located in the passenger compartment must be an approved battery containment box with a cover to prevent spillage in case of accident.
 - 3.6.2.7. Electric fuel pumps inside the passenger compartment must be completely enclosed with a half-inch drain hole leading outside the car.
 - 3.6.2.8. 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.
 - 3.6.2.9. 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.
 - 3.6.2.10. Whatever the location of the exit location of the exhaust system, fumes must not be allowed to reach the driver. System approval is to be up to the discretion of the chief tech inspector.
 - 3.6.2.11. Rear bumpers are required on all SMO Class cars. Bumpers must extend to within at least 3" of the outside of the tires.
 - 3.6.2.12. 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.
 - 3.6.2.13. SMO Class 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.
 - 3.6.2.14. Scratch-built SMO Class 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 $\frac{1}{2}$ " OD round steel tubing with a minimum wall thickness of 0.090". Sidebars are required in SMO Class cars.

- 3.6.2.15. When sidebars are installed in closed wheel cars 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.
 - 3.6.2.16. 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.
 - 3.6.2.17. A 3/16" hole must be provided in a non-critical but accessible location in the roll cage for the purpose of confirming tubing thickness.
 - 3.6.2.18. 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.
 - 3.6.2.19. SMO cars only will be allowed one wing overhead with a total maximum size of 25 sq. ft. The performance of cars with wings in excess of 12 SQFT will be monitored and may be subject to wing inclination limits and removal of the wickerbill if a consistent advantage is determined by race officials.
 - 3.6.2.20. The use of a front wing with a total maximum size of 6 sq. ft. is allowed.
 - 3.6.2.21. Tow hooks, front and rear, not extending past the bodywork and firmly attached to the car frame are highly suggested. Tow hooks greatly reduce the possibility of damage. Neither AMEC nor tow vehicle operators will accept responsibility for any damage to racecars with or without tow hooks.
- 3.6.3. Safety Requirements
- 3.6.3.1. All SMO 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 race course.
 - 3.6.3.2. All cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT (fog light) or BLUE LED LIGHT (think police car) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working quartz halogen light or blue light you will not race.
 - 3.6.3.3. All cars must have a bright red LED properly operating stoplight mounted outside the car. Brake light must be mounted at a minimum height of the base of the rear window (or roof) and mounted outside the car. This light must be operational at all times. Other than original equipment, rear lights may be substituted on all class cars but 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.
 - 3.6.3.4. A rear view mirror is required in all cars. Either externally mounted or the preferred mirror is a long version racing mirror installed inside the race car.
 - 3.6.3.5. Fire extinguishers are mandatory in SMO Class cars and must be in good operating condition, fully charged, and securely mounted within reach of the driver. It must be at least a 2½ lb. dry-type, Halogenated, or Clean Agent extinguisher mounted in a fire extinguisher holder with a steel strap and latch.
 - 3.6.3.6. SMO Class cars must have at least a full 5-point competition harness. All belts must be securely mounted and be used whenever the car is on the racecourse. All seatbelts MUST

be 2007 SFI or newer tagged harness. All seat belts are subject to tech inspection at every event. Worn or faded seat belts may be rejected at the discretion of the inspector.

3.6.3.7. Arm restraints or window nets and/or roof nets are suggested on all SMO Class cars.

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

3.6.3.9. All roll cages must be padded in the head, arm and leg area of cage.

3.6.4. Tires and Wheels

3.6.4.1. 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.

3.6.4.2. 135 85 15 Pirelli WR5 ice rally tire with molded in studs allowed

3.6.4.3. New Pryme studded ice racing tires (30 studs/ ft.)

3.6.4.4. Used Menard tires with stock studs replaced by approved ice racing studs up to 30 studs/ft. Approved studs are as follows;

3.6.4.4.1. Kold Kutter AMA #10 screw at 30 per foot

3.6.4.4.2. Kanadian Kold Kutter #12 at 20 per foot

3.6.4.5. Studs are installed by driving them thru the tire from the outside to the inside of the tire and tightening a locknut onto the protruding threads on the inside. Liquid tire sealer (clear or white ONLY) is used to seal the tire. Members suggest using 20 oz of sealer per tire and adding some periodically during the season. A washer placed under the head of the screw will be allowed to help stabilize the screw.

3.6.4.6. New Pryme ice racing tires produced without studs and studded with approved ice racing studs up to 30 studs/ft.

3.6.4.7. DMACK tires are allowed produced without studs and studded with approved ice racing studs up to 30 studs/ft.

3.6.4.8. Any tire studded with approved ice racing studs up to 30 studs/ft.

3.7. All-Wheel-Drive (AWD) Class

3.7.1. AWD Class cars participating must comply with all SMC rules but will be scored separately.

3.8. Open Class

This Class is a track time opportunity for people that are part of a race team (crew, friends, etc.) who are interested in trying out the sport or trying a different car. The Class will run with the Stock Sportsman Class however Open Class will not be scored so no points will be given and no class trophies will be awarded. The cars participation in the Class are subject to the rules of the Class the car would normally participate in i.e. if the car normally runs in MC then it would have to conform to all MC rules.

4.0 Car Numbers

- 4.1. AMEC annual membership application includes a request for a car number for the ice race season. Members from the previous ice race season are allowed to carry over their car number.
- 4.2. New AMEC members applications will indicate on the membership form 3 car number choices. Numbers will be assigned based on availability and the order membership forms are received.
- 4.3. A car number that has not been used in competition for 1 ice race season becomes available by default to anyone requesting at the beginning of the next ice race season even if the member has paid his/her yearly dues.
- 4.4. The car number applied to the car 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
- 4.5. Race cars are not required to have a suffix letter after their number to designate the Class.
- 4.6. Street Legal classes will use 3 digit numbers using the following format;
 - 4.6.1. SL2 WD – 1XX
 - 4.6.2. SL 2WD Studded – 2XX
 - 4.6.3. SL 4WD – 3XX
 - 4.6.4. SL 4WD Studded – 4XX

5.0 Race Day Procedures

5.1. Registration & Race Fees

- 5.1.1. Registration is open from 8:30 AM to 9:30 AM on race day.
- 5.1.2. The entry fee for all class drivers is \$ 60.00.
- 5.1.3. A \$10.00 late fee will be charged for anyone registering after 9:30 AM Refunds of entry fees will only be given upon cancellation of a race.
- 5.1.4. SS and SLM drivers are eligible for participation in the finale for an additional registration fee of \$ 20.00.
- 5.1.5. Drivers, crewmembers, and workers must sign the required insurance waiver at registration before entering the pit area.
- 5.1.6. **Member-for-a-Day** registration – non AMEC members can race with the Club on a specific race day by completion of a Member-for-a-Day registration. See Rule 1.2.3. for more information.

5.2. Driver Entry

- 5.2.1. 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 SMC and MC classes simultaneously.
- 5.2.2. A driver may drive different cars in separate heat races if the cars meet the requirements for each class entered. Cars and drivers must run as registered. Any driver found racing a car other than that in which s/he registered will be disqualified.
- 5.2.3. Multiple drivers can share a single car in the same class on the same day. The drivers can split the event fee however each driver must be a member of AMEC. In the event one or more of the drivers has not paid the annual membership dues, the driver(s) must pay the member-for-a-day fee. Points earned for participating and placing in the race will be split among the drivers.
- 5.2.4. All car and driver substitutions should be given to registration personnel at registration (8:30-9:30 am) on race day or to the grid marshal, chief steward, chief flagger, or scoring personnel prior to a race.
- 5.2.5. No car substitutions, except in Open class, may exceed eligibility for the class in which the driver expects to accrue points. For example no MC cars may run in SS.
- 5.2.6. 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.

5.3. Tech Inspection

- 5.3.1. All cars in all classes are subject to tech inspection at every event.
- 5.3.2. It is the driver's responsibility to present their car to tech inspection. Typically the Street Legal Class Inspector will roam the pits prior to the Driver's Meeting. Other Class cars must report to the Tech Inspector station.
- 5.3.3. 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.
- 5.3.4. Street Legal and SLM Class vehicles must be capable of passing New York State safety inspection. If inspection sticker is not current, safety compliance is determined by the AMEC Tech Inspector. The Tech Inspector's decision is final.
- 5.3.5. Any tires that may be raced 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.
- 5.3.6. The tech inspector may reject cars with significant body damage, primer, or rust.
- 5.3.7. 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 event.

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.

5.4. Pit Equipment

- 5.4.1. All racers must bring their own spill pillows (at least two for each race day).
- 5.4.2. All racers must bring an empty bucket and shovel for removal of spilled fluids from the ice. 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.
- 5.4.3. Race Officials will randomly inspect pits at any time during the race event to confirm pit equipment is available and utilized.

5.5. Race Officials

- 5.5.1. Race day events are managed by AMEC Officials. These Officials include the Registration Crew, Chief Stewart, Chief Flagger, Corner Workers, Grid Workers, and Scorers.
- 5.5.2. Officials' directions are always to be immediately followed even when a racer disagrees. Officials' rulings may be questioned at an appropriate time when track is idle under safe conditions.
- 5.5.3. All rules and their interpretations as well as race procedures including penalties are determined by race officials. Race officials' decisions are final.

5.6. Race Day Schedule

The schedule for race day is always subject to uncontrollable influences such as the weather or track situations like cars off track and accidents however in as much as possible the schedule and run order will be as follows;

| | |
|------------------------|--------------|
| Drivers' Meeting: | <u>10:00</u> |
| Practice: | |
| Race Stud Classes | <u>10:30</u> |
| Street Legal Classes | <u>11:10</u> |
| Race Stud Classes | <u>11:35</u> |
| Race: | |
| SL/SLS/SL4/SLS4 Heat 1 | <u>11:55</u> |
| Race Stud Class Heat 1 | <u>12:20</u> |
| Open/SLM/SS Heat 1 | <u>12:45</u> |
| Lunch Break/20-20 | <u>13:10</u> |
| Race Stud Class Heat 2 | <u>14:10</u> |
| Open/SLM/SS Heat 2 | <u>14:35</u> |
| SL/SLS/SL4/SLS4 Heat 2 | <u>15:00</u> |
| Race Stud Class Finale | <u>15:25</u> |
| SL/SLS/SL4/SLS4 Heat 3 | <u>15:50</u> |
| Open/SLM/SS Heat 3 | <u>16:15</u> |

All SMO, SMC & MC cars will run 2 heat races per day. All qualifying 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 heat races and the finale race according to time constraints and track conditions. There will be no finale for Open and SS classes.

The Practice/Race group order is subject to change at the discretion of the officials!

5.7. Driver's Meeting

- 5.7.1. A driver's meeting will be held at 10:00 AM.
- 5.7.2. This meeting is mandatory for all drivers. New drivers are expected to identify themselves at the meeting. Any changes in the run order will be announced at the driver's meeting.

5.8. Race Gridding

Preparing for track entry (Gridding) is critical to efficient race schedule and delays in gridding will shorten track time.

- 5.8.1. Gridding for practice is random.
- 5.8.2. Starting positions (Grid) in each Class for the first heat race of the day will be determined by inverting the race season driver's cumulative championship point standing. The top 6 positions will be inverted in the grid.
 - 5.8.2.1. 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.
 - 5.8.2.2. Exception 2: For consecutive day weekend 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 third heat race. Positions 7, 8, 9, etc., will start as they finished (by class) in the second heat race of the first day.
- 5.8.3. Late entries will start in the rear of the race class. Their positions will be determined in the order of registration on race day.
- 5.8.4. The overall finish of the first heat race 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.
- 5.8.5. The Finale starting positions are determined from results of the second heat races regardless of class. SMO & SMC Class drivers will start ahead of MC class drivers in the finale. All drivers disqualified in their second heat race start last in their race group.
- 5.8.6. All first time ice racers are encouraged to start from the rear. This is voluntary.

5.9. Practice

- 5.9.1. Practice is mandatory for all new drivers.
- 5.9.2. Practice is not racing. It is time to make sure your car is ready for competitive heats and to learn the track. Leave space with other cars. Use caution because everyone is learning the track and testing their car and there may be loss of control. Don't end your day before it starts.
- 5.9.3. During practice laps racers are to become familiar with locations of corner workers
- 5.9.4. 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. Passengers less than 18 years old must have their parent/guardian sign the release form/insurance waiver at registration.

5.10. Track Time

- 5.10.1. Racers are not to leave the grid in the pit until directed to do so by Race Officials
- 5.10.2. Racers are to enter the track at a safe speed following the direction of the Chief Flagger
- 5.10.3. During warm up laps racers are to maintain steady speed and safe distance with other racers
- 5.10.4. Racers are not to increase speed until given the green flag by the Chief Flagger
- 5.10.5. Cone contact – any car that contacts a course cone will be black flagged by the Chief Flagger
- 5.10.6. Off Course – any car that leaves the course must immediately reduce speed and re-enter the course at the first opportunity.
- 5.10.7. Car contact – contact between cars in Street Legal Classes, Street Legal Modified, and Stock Sportsman will result in a black flag and possible further penalty assigned by Race Officials

5.11. Race Starts

- 5.11.1. 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).
- 5.11.2. 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.

5.12. Protests

- 5.12.1. 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.
- 5.12.2. Protests on technical violations shall be specific as to the nature of the violation and be submitted in writing.
- 5.12.3. All rules and their interpretations as well as race procedures including penalties are determined by Race Officials. Race Officials' decisions are final.

5.13. Violation of the Rules

- 5.13.1. 1st 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.
- 5.13.2. 2nd Violation - A second violation will result in disqualification from the race, loss of all points for the weekend, and suspension from the following weekend.
- 5.13.3. Blue Flag Violation - Points will be forfeited for the race day for any driver who hits another car that is stuck in a snow bank after the blue flag has been displayed.
- 5.13.4. Black Flag Violation - Any reported contact with a pylon will result in a black flag and a stop and go penalty.
- 5.13.5. All rules and their interpretations as well as race procedures including penalties are determined by race officials. Race officials' decisions are final.

5.14. Event Conduct

- 5.14.1. 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.
- 5.14.2. 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. This applies to crewmembers, workers, officials and anyone else directly involved with the operation of the racing event.
- 5.14.3. 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 and Stock Sportsman 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.

5.15. Work Assignments

- 5.15.1. 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.
- 5.15.2. Work detail may be assigned by the Chief Stewart 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.
- 5.15.3. 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.

5.16. Flags

It is the responsibility of every driver to recognize and understand the meaning of flags as follows;

- 5.16.1. Green Flag - The green flag is waived 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.
- 5.16.2. 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 such as a car in a snowbank or a disabled race car on the edge of the track. Drivers must slow and cannot pass the car in front of them until safely past the incident. Once past the incident normal racing and passing can resume until coming back to that same area of the track and again there will be no passing allowed from the yellow flag until past the incident. A waving yellow flag indicates immediate danger ahead. Drivers must be prepared to slow dramatically and cannot pass until past the incident, although they can close the distance to the car immediately in front of them. Yellow flags can indicate problems in one area of a track when waved by only one or two corner workers. After a yellow flag has been displayed for 3 consecutive laps, a blue flag will be displayed in its place. A "full course caution" is indicated when 2 yellow flags are waved by all corner stations around the track. This is initiated by the starter. A "full course caution" or double yellow is used when there are multiple incidents around the race course or there is a need to have track personnel move onto the race course. Upon the displaying of the double yellow flags there will be no passing allowed and all cars will reduce speed in a safe and controlled manner. During the full course caution it is the responsibility of the leader to slow to a parade lap speed to allow the other cars on the track to line up, single file behind the leader to prepare for a restart. The restart will be at start/finish and will be indicated by the waving of a green flag. Once the green flag is displayed racing can resume with passing taking place immediately. Passing under the yellow is a serious infraction and drivers may be penalized with a black flag.
- 5.16.3. Blue Flag - A solid blue flag will be displayed after a yellow flag has been displayed for 3 consecutive laps 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. Over aggressive driving in this area which results in collision with the disabled car will be cause for the driver to be penalized and subject to suspension.
- 5.16.4. Red Flag - When a race is "red flagged", racing is stopped due to some condition that has made the track unsafe. 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. Drivers are reminded that when stopping on track to please do so in a controlled manner as the following cars behind you may not have seen the red flag yet and may be approaching at a high rate of speed. Once the track is safe for racing, the cars will be gathered up under yellow to line up, single file, behind the leader and prepare for a restart. The restart will be at start/finish and will be indicated by the waving of a green flag. Once the green flag is displayed racing can resume with passing taking place immediately.
- 5.16.5. 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.
- 5.16.6. 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.

- 5.16.7. 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.
- 5.16.8. Blue Flag with Yellow Stripe - The blue flag with a yellow stripe (or passing flag) is an informational flag to indicate that faster cars are approaching and will be overtaking you very shortly. The overtaken car is not required to move to one side of the track or the other but to merely hold a consistent line on the track so the faster cars can find a safe way past. Blocking of the faster car is not allowed and can result in a penalty to the overtaken driver.
- 5.16.9. 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.
- 5.16.10. When two flags are rolled up, held parallel and pointed toward the track they indicate two laps to go.
- 5.16.11. When two flags are rolled up, held crossed like an "X" they indicate the "half-way" mark of the race.

6.0 Points

6.1. Race Day Points

- 6.1.1. Points are given to the driver not the car.
- 6.1.2. 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.
- 6.1.3. Year-end ties in points will be broken by determining the driver with the greatest number of 1st's, then 2nd's, etc., as needed.
- 6.1.4. One car and driver may not get points in more than one Class during one race.

6.2. Class Championship Points

- 6.2.1. A car must complete one-half the number of laps completed by the overall winner to be considered a finisher.
- 6.2.2. All cars in the finale will also receive class points for their respective classes.
- 6.2.3. All finishing cars will be awarded Class points according to the following chart:

| Position | Points | Position | Points |
|----------|--------|----------|--------|
| 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 |

6.3. Finale Championship Points

- 6.3.1. A car must complete one-half the number of laps completed by the overall winner to be considered a finisher.
- 6.3.2. Finale points are only earned for SMO, SMC, and MC championships.
- 6.3.3. 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 | 26 | 1 |
| 8 | 19 | 18 | 9 | 28 | 1 |
| 9 | 18 | 19 | 8 | 29 | 1 |
| 10 | 17 | 20 | 7 | 30 | 1 |

- 6.3.4. Point ties will be broken by Finale finishes (greatest number of 1st, 2nd's etc). If there still is a point tie, then the heat race finishes will be used to break the tie.
- 6.3.5. In addition to individual class championships, three finale championships will be awarded: the Modified Finale championship that includes SMO, SMC, and MC classes. Trophies will be awarded to the top three competitors in all of these championships at the year-end banquet.

7.0 The Dos and Don'ts for Racers

| Do | Don't |
|--|--|
| ...be on time. Registration ends at 9:30 AM 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 numbers, you won't be scored! | ...bounce your car off or into another in order to pass |
| ...make sure you know the meaning of the flags. | ...hit pylons – we need them for the track. You'll get black flagged if you do. |
| ...use your mirrors. Get into the habit of looking before you go into a corner | ...slow down too much when 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 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. |

8.0 AMEC Contacts

| | | |
|--|--------------|---------------------------|
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| Chief Steward Richard "Dick" Vedder | 518-762-8382 | rcvedder@frontiernet.net |
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