2026 Ice Racing Rules

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1. 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, co-driver, crew member, 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 Year's 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. 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 less than 18 years old with a valid government-issued driver's license may enter a Stock Sportsman or Modified 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 must sign the minor release and waiver of liability and indemnity agreement form before the drivers meeting on the day of the race.

2.1.3. Talented, experienced drivers 14 to 17 years of age without a driver's license may enter a Stock Sportsman Class or Modified Class car in Open Class races 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: a) both parents or legal guardian(s); or b) if one parent or guardian is deceased or otherwise unable to provide consent due to location or disability, then the other parent's consent will suffice.

2.1.3.4. The parent(s) or guardian(s) must sign the liability waiver each race day before the drivers meeting.

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 may provide strict supervision of the driver at each race attended. Until the driver 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 are 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 SA2010 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 or riding in the race car.

2.1.3.8. All other general and class rules apply.

2.2. Driver Equipment

2.2.1. SNELL SA2010 or newer helmets are required and must be worn at all times when in a competition vehicle 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.

2.3. No Contact Rule

2.3.1. Some car classes are subject to this No Contact Rule, which prohibits any and all car-to-car contact. Contact with any “no-contact” car is strictly prohibited, regardless of the class of the other car. For example, contact is prohibited with or between Street Legal (SL, SLS, SL4, SLS4) classes of cars. Moreover, contact is prohibited with or between Street Legal Modified (SLM, SLM4) classes of cars.

2.3.2. No-contact cars (e.g., SLM, SLM4) on track with cars in classes that are not subject to the No Contact Rule shall run blue LED lights to indicate that they are “no-contact” cars. The blue LED lights shall be visible from all sides.

2.3.3. All drivers shall maintain adequate racing room with no-contact class cars under all racing conditions to avoid contact.

2.3.4. In the event of contact with any no-contact class car, all drivers involved must exit the race course the next time around and leave the race. This is an "honor system rule" and applies whether the cars are black flagged or not. If you have any contact with any no-contact car, you and they must leave the race upon reaching the designated track out exit the very next time. If you wait longer to receive a black flag or post-race inquiry, additional penalties may apply.

2.3.5. Any contact between a car in a class that is not subject to the No Contact Rule and a no-contact class car will be subject to penalty at the discretion of the Class Coordinators, Chief Flagger, or other club officials. Contact can be penalized at any time throughout the ice racing season or even into the next season. Penalties can include race disqualification, loss of points, ejection from event, and outright ban from AMEC competition.

2.3.6. Particular classes may have additional no-contact sub-rules and/or pre-defined penalties that are not in conflict with this section.

2.4. Minimum Car Requirements

2.4.1. All cars must start each season with a neat and clean appearance. Any previous damage such as dents or rips must be smoothed out as much as possible. Paint should be applied as necessary to achieve a satisfactory appearance. Racer’s tape or duct tape is not permissible at the start of the season. The Tech Inspector, Class Coordinator, and/or Race Officials can disqualify a car that they deem is not compliant or acceptable for competition.

2.4.2. All cars must display the AMEC website address (www.icerace.com) in the form of at least one approved bumper sticker.

2.4.3. If a modification is not specifically allowed by these rules, it is prohibited. “If it doesn’t say you can, you can’t.”

2.4.4. The minimum amount of modification reasonably necessary to install safety equipment into each car is always specifically allowed.

2.4.5. All cars must be self-starting.

2.4.6. All cars must have a rear-view mirror. Mirrors may be mounted inside or outside the car.

2.4.7. All cars must have a window breaker with seat belt cutter firmly attached or enclosed within reach of the driver.

2.4.8. All cars must have a muffler. The maximum sound limit is 95 dB at 25 feet under racing conditions. Whatever the exit location of the exhaust system, fumes must not reach the driver. System approval is at the discretion of the Chief Tech Inspector.

2.4.9. Marked (e.g., arrow or contrasting paint) tow hooks are recommended (including retractable or recessed types). Neither AMEC nor tow vehicle operators will accept responsibility for any damage to racecars with or without tow hooks as a result of towing.

2.4.10. All cars may use any commonly available automotive type battery. Batteries must be securely mounted within the safety structure of the car. Battery relocation is allowed in all classes and shall not be interpreted as adding of ballast. Installation of a kill switch is recommended. Batteries located in the passenger compartment (including floor or trunk areas exposed by allowed interior removal) must be in an approved battery containment box with a secure cover to prevent spillage in case of accident.

2.4.11. Except in the Street Legal Class, white or other light colors as the predominate color of the car are prohibited. 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, such as in a Race Studded tire class at the start of a race.

2.4.12. Except in the Street Legal Classes, fire extinguishers in metal brackets or fire suppression systems are required. Fire extinguishers or systems must be in good operating condition, fully charged, and securely mounted within reach of the driver. Each must be at least a 2½ lb. dry-type, Halogenated, or Clean Agent extinguisher mounted in a metal fire extinguisher bracket or holder with a steel strap and latch.

2.4.13. Except in the Stock Sportsman (SS) Class, any pump fuel or commonly available race fuel is allowed. “Exotic” (e.g., noxious or nitro compound) fuels are prohibited in all classes. Only additives whose purpose is recognized to be as a gas line antifreeze, octane booster, or engine lubricant (for 2-cycle or rotary engines), may be allowed (e.g., no oxygenating additives).

2.4.14. All cars may run any size wheels and tires. Tires and wheels may generally be of any width, diameter and offset, subject to fender limitations where applicable.

2.4.15. Different classes may permit different categories of tires and studs, including Winter Unstudded Tires, Street Studded Tires, Sportsman Studded Tires, or Race Studded Tires.

2.4.16. Classes that are eligible to run Race Studded Tires may use:

All tires that were allowed in the 2017
ice race season

Alpha
- Ice Cross with max stud length 7mm

Black Rocket with max stud length 20mm
- BR110
- BR90
- BR50
- BR41

Menard
- all

Michelin with max stud size of "Swedish" style
- Michelin NA00
- Michelin NA01
- Michelin GE00

Pirelli with max stud length 7mm
- SA15

WR5
Sottozero Ice
Sottozero
S16
J
WR5
WX 2
WJA 7mm Stud

Pryme

All

Tires compliant with the latest version of the Sports Car Club of Vermont (SCCV) Ice Time Trial Super Stud Tire Rules

The manufactured tires listed above are to be used “as is” and sold by the manufacturer.

If the tire you want to use is not specifically listed in the rules, you must contact club officials for approval before racing with the tires.

If the tires listed above lose a stud(s) while racing, it is acceptable to replace the missing stud(s) with a #10 AMA Kold Kutter screw or #12 Canadian Kold Kutter screw, inserted from the outside with nut on the inside.

It is also allowable to build your own screw tire using any tire carcass with up to 40 #12 Canadian Kold Kutter ice race screws per foot of linear tread inserted from the outside with nuts on the inside. You can also use up to 60 of the #10 AMA Kold Kutter screws per linear foot inserted from the outside of the tire with nuts on the inside.

3. Car Classes

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

Street Legal – 2wd or 4wd on Winter Unstudded Tires or Street Studded Tires – Section 3.1

Street Legal Modified – Street Legal with additional safety equipment on Race Studded Tires – Section 3.2

Stock Sportsman – Limited-prep caged 2wd on Sportsman Studded Tires – Section 3.3

Modified Class – Medium-prep caged 2wd on Race Studded Tires – Section 3.4

Super Modified Closed – Closed-fender caged 2wd on Race Studded Tires – Section 3.5

Super Modified Open – Open-fender caged on Race Studded Tires – Section 3.6

All Wheel Drive – SMC Class plus 4wd on Race Studded Tires – Section 3.7

Open – 2nd driver track time opportunity for race cars including Street Legal Modified classes but excluding Street Legal classes – Section 3.8

3.1. **Street Legal** (SL, SLS, SL4, SLS4) Classes

The Street Legal classes are a race venue that allow 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 racers to understand the general No Contact Rule of Section 2.3 as well as the Street Legal specific enforcement and repercussions for failing to adhere to it.

3.1.1. General Requirements

3.1.1.1. The Street Legal classes include any original production cars able to pass NYS safety inspection for street use.

3.1.2. Car Requirements

3.1.2.1. Entry is restricted to four-wheeled vehicles, foreign or domestic, conforming to these specifications. Two wheel drive (2wd) classes include one for winter unstudded tires (SL) and street-studded tires (SLS), and four wheel drive (4wd) classes include another for winter unstudded (SL4) and street-studded (SLS4) are offered for cars that are eligible for those classes, but may race separately and will be scored separately. No pickup trucks, sport utility vehicles, mini-vans, or similar high center of gravity vehicles are acceptable to race.

3.1.2.2. The exhaust system may be replaced with an open system and muffler that runs in the stock location and exits in the stock location. Fumes must not reach the driver. System approval is to be up to the discretion of the Chief Tech Inspector.

3.1.2.3. It is allowed to remove the interior.

3.1.2.4. It is allowed to install fire extinguishers in metal brackets.
3.1.2.5. Street Legal classes of cars must be equipped with stock bumper structures.
3.1.2.6. Locked differentials are prohibited.
3.1.2.7. Adding of ballast in Street Legal classes is prohibited.

3.1.3. Safety Equipment

3.1.3.1. Stock type 3-point belts may be used. All belts must be securely mounted and be used whenever the car is on the racecourse. Any Competition harness MUST be 2007 SFI or newer tagged harness. All seat belts are subject to tech inspection. Worn or faded seat belts may be rejected at the discretion of the Chief Tech Inspector, even if stock.
3.1.3.2. If a convertible does not have an OEM or stronger hard top installed or factory rollover protection, a roll-bar or roll-cage must be installed.

3.1.4. Tires and Wheels

3.1.4.1. The top shoulders of the tire treads must remain within the bodywork.
3.1.4.2. Street Legal classes of cars require four dedicated winter tires. NO All-Season tires may be used. These dedicated winter tires may be identified by a mountain/snowflake symbol such as on Blizzak, Nokian, etc. All four tires shall meet NYS remaining tread depth requirements, not have worn down to any of their primary wear bars, and in the case of multi-compound tires with additional “snow platform” or similar platform bars higher than the primary wear bars (e.g., often stepped between 50%-60% of originally molded tread depth, just above the point where a winter-only rubber compound may transition to an all-season rubber compound), shall not have worn down to the lowest step of any of said platform bars.

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 shall run tires without studs as delivered from the manufacturer. Tire modifications are prohibited, including any kind of tractionizing.
3.1.4.4. Studded classes SLS & SLS4 require Nokian Hakkapeliitta 7, 8, 9 or 10, or Nokian Nordman 7 as the specified tires. The tires must be used as manufactured and may not be altered in any way. Replacement of lost studs is prohibited.

3.1.5. Car-to-Car Contact Prohibited

3.1.5.1. The Street Legal classes are subject to the general No Contact Rule of section 2.3. In addition:
3.1.5.2. All Street Legal drivers shall maintain adequate racing room between all other cars under all foreseeable racing conditions to avoid contact. Given that studded and unstudded classes of Street Legal cars may be on course at the same time, and that changing course conditions may affect each class differently, Street Legal drivers should pay attention to such changes and plan accordingly.

3.1.5.3. If any contact occurs, regardless of fault or foreseeability, all involved Street Legal drivers are automatically disqualified from the heat. They should gradually move off line, put on their hazard lights and/or raise their left hands, and exit safely to pit lane at the earliest opportunity.

3.1.5.4. For the next heat after the contact, all Street Legal drivers involved in the contact must also grid themselves in the backs of their respective classes for the start of their next same-day heat regardless of the grid sheet. If you do not grid yourself in the back, you will also be disqualified from that heat!

3.1.5.5. Any car-to-car contact will be assessed penalties in this order per season:

1st or 2nd violation: Disqualification from the heat

3rd Violation: Disqualification from the heat plus 1 heat-race suspension

4th Violation: Disqualification from the heat plus 1 race-day suspension

5th Violation: Disqualification from the heat plus 2 race-day suspension

Penalties for additional violations will be determined by the Club Officers.

3.1.6. Snow Bank Rule

3.1.6.1. If a Street Legal driver's race car gets stuck in a snow bank during a heat race, and is pulled out of the snow bank by a support vehicle while the race is either red flagged or double yellow flagged, that driver must return their race car to the pit area and not re-enter the racecourse in any race car during the same heat race. The driver is not disqualified, but shall not be counted as completing any additional laps after being pulled out. The driver may grid in the next heat race according to the next grid sheet.

3.2. **Street Legal Modified** (SLM, SLM4) Classes

The Street Legal Modified classes provide an intermediate option for racers between the Street Legal classes and the Modified Class (MC). The Street Legal Modified Classes include 2wd (SLM) and 4wd (SLM4). Like Street Legal classes of cars, SLM Class cars may be driven to the event and prepared as necessary for racing. The Street Legal Modified classes include all requirements of the Street Legal classes plus additional safety requirements, but permit the use of specialty ice racing studded tires, otherwise known as Race Studded Tires. The No Contact Rule applies to the Street Legal Modified classes.

3.2.1. Additional Allowances

3.2.1.1. Engine updates within the same vehicle manufacturer are allowed as long as remaining stock appearing.

3.2.1.2. Stock bumpers may be trimmed as long as the remaining section has no sharp or dangerous edges.

3.2.2. Additional Safety Equipment

3.2.2.1. SLM cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT or equivalent brightness (1000 to 1500 lumens) YELLOW Light-

Emitting Diode (LED) LIGHT (fog light) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working fog light you will not race.

3.2.2.2. When Street Legal Modified cars run in the same heat with cars that are not otherwise restricted by the No Contact Rule, they shall run a blue LED light on the roof visible from all sides to clearly indicate that they are in a no-contact class.

3.2.2.3. Street Legal Modified cars must have a roll bar with two rear-facing braces and at least one front-facing door bar on the driver's side.

3.2.2.4. Disconnecting the air bag(s) is optional.

3.2.2.5. Fire extinguishers are mandatory in the Street Legal Modified classes class cars.

3.2.2.6. Street Legal Modified classes of 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 harnesses. All seat belts are subject to tech inspection. Worn or faded seat belts may be rejected at the discretion of the Chief Tech Inspector.

3.2.2.7. A racing fuel cell may be added or used to replace the factory fuel tank. All fuel tanks or cells 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.

3.2.3. Tires and Wheels Options

3.2.3.1. Street Legal Modified classes of cars may run Race Studded Tires. The top shoulders of the tire treads must remain within the bodywork.

3.2.4. Car-to-Car Contact Prohibited

3.2.4.1. The SLM classes are subject to the general No Contact Rule of section 2.3.

3.2.4.2. Any and all contact between a Street Legal Modified car and another car will be subject to penalty at the discretion of the Class Coordinator, Chief Flagger, or other club officials. Contact can be penalized at any time throughout the ice racing season or even into the next season. Penalties can include: race disqualification, loss of points, ejection from event, and outright ban from AMEC competition.

3.2.4.3. 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** (SS) 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 track events and enduros. The SS Class also allows small 4-cylinder 2-wheel drive trucks such as the Ford Ranger, Chevrolet S-10, Toyota Tacoma or other similar small trucks to be approved by AMEC Officials. The SS Class requires the use of a limited list of specialty ice racing studded tires referred to as "Sportsman Studded Tires". The No Contact Rule applies to SS Class cars in regard to no contact with Street Legal Modified classes of race cars if on track at the same time. In the rules, the word "car" refers to both cars and small trucks.

3.3.1. General Class Requirements

3.3.1.1. Only pump gas with a maximum of 93 octane is allowed. Race fuels are prohibited in SS Class.

3.3.2. Car Requirements

3.3.2.1. Entry is restricted to four-wheeled vehicles, foreign or domestic, conforming to the Class specifications. Only 2-wheel drive cars and small 2wd pickups are eligible. No sport utility vehicles, mini-vans, or similar high center of gravity vehicles are acceptable to race.

3.3.2.2. All SS cars shall retain 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. SS cars must have only 4-cylinder (no rotary engines), 4-stroke naturally aspirated engines (no turbo or superchargers), with a maximum displacement of 2600 cc (2.6 liters).

3.3.2.5. Adding of ballast to SS Class cars is prohibited.

3.3.2.6. Stock or OEM type replacement shock absorbers are allowed.

3.3.2.7. Sway bars, front and rear, are allowed to be added, modified, or replaced.

3.3.2.8. Strut area supports (e.g., strut bars), front and rear, are allowed to be added or replaced.

3.3.2.9. Modifications solely for adjusting camber/caster are allowed (e.g., shims, crash bolts, eccentric bushings/bolts, elongated mounting slots, camber/caster plates).

3.3.2.10. Internal or external engine modifications are prohibited.

3.3.2.11. Stock air box or cold air intake is allowed.

3.3.2.12. Exhaust must have the stock exhaust manifold, and front pipe MUST remain. Non-stock headers are prohibited.

3.3.2.13. Factory installed stock limited-slip differentials are allowed. Locked (welded or spool) differentials are prohibited.

3.3.2.14. External nerf bars are prohibited.

3.3.2.15. 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.

3.3.2.16. 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.

3.3.3. Safety Requirements.

3.3.3.1. SS cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT or equivalent brightness (1000 to 1500 lumens) YELLOW Light-Emitting Diode (LED) LIGHT (fog light) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working fog light you will not race.

3.3.3.2. All SS 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 or 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. Worn or faded seat belts may be rejected at the discretion of the Chief Tech 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.

3.3.3.7. Roll Cage

3.3.3.7.1. Roll cages must be made of regular steel tubing (.095 hot roll) and not less than 1½" O.D. tubing.

3.3.3.7.2. Corner welds must have steel gusset plates of no less than ⅛" thickness.

3.3.3.7.3. The cage must be full width and not lower than the driver's helmet.

3.3.3.7.4. 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.

3.3.3.7.5. SS Class cars are required to install a minimum of one door bar.

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

3.3.3.7.7. Prefab and bolt-in kits are at the discretion of the Chief Tech Inspector.

3.3.4. Tires and Wheels

3.3.4.1. The top shoulders of the tire treads must remain within the bodywork.

3.3.4.2. Sportsman Studded Tires including Menard (all), Pryme (all), and Alpha (Ice Cross with no more than 320, 4mm studs per tire) tires are currently allowed. Alpha tires with studs longer than 4mm are prohibited. It is also OK to build your own screw tire using any tire carcass with up to 40 #12 Canadian Kold Kutter ice race screws per foot of linear tread inserted from the outside with nuts on the inside. You can also use up to 60 of the #10 AMA Kold Kutter screws per linear foot inserted from the outside of the tire with nuts on the inside.

3.3.5. Contact with any car class subject to the No Contact Rule is prohibited.

3.3.5.1. When the SS Class is running with the SLM or SLM4 classes, contact with those cars is prohibited. The No Contact Rule cars running in the same heat will run blue LED lights to indicate they are a "no-contact" class. The rule is all drivers will maintain adequate racing room with SLM cars under racing conditions to avoid contact.

3.3.5.2. In the event of contact with an SLM car, the drivers involved must exit the race course the next time around and leave the race. This is an "honor system rule" and applies whether the cars were black flagged or not! If you have contact with an SLM car, you and they must leave the race!

3.3.5.3. Any and all contact with no-contact cars will be subject to penalty at the discretion of the Class Coordinator, Chief Flagger, or other club officials. Contact can be penalized at any time throughout the ice racing season or even into the next season. Penalties can include: race disqualification, loss of points, ejection from event, and outright ban from AMEC competition.

3.4. **Modified Class** (MC)

Modified Class (MC) cars are modified production cars using ice racing studs in specialty tires, otherwise known as Race Studded Tires. The MC also allows small 2-wheel drive trucks such as the Ford Ranger, Chevrolet S-10, Toyota Tacoma or other similar small trucks to be approved in advance by AMEC Officials. In the rules, the word "car" refers to both cars and small trucks.

3.4.1. Car Requirements

3.4.1.1. Entry is restricted to four-wheeled vehicles, foreign or domestic, conforming to the MC Class specifications. Only 2-wheel drive cars and small 2wd pickups are eligible. No sport utility vehicles, mini-vans, or similar high center of gravity vehicles are acceptable to race.

3.4.1.2. All MC cars shall retain the original body shape. Cars must be based on eligible mass-production street legal cars with the exception of modified engines and modified suspension.

3.4.1.3. MC Class includes any two-wheel drive car or small truck with stock un-altered full body with engines up to 3600cc.

3.4.1.4. Naturally aspirated piston engines and rotary engines are allowed. Forced air induction is prohibited (i.e., no turbo or superchargers, leaf blowers, or the like). Any engine with forced air induction will be classed in Super Modified Closed (SMC) Class.

3.4.1.5. Engine upgrades allowed, but the engine must be same manufacturer as car body and the number of cylinders and valves per cylinder must remain the same. The corresponding fuel injection system to the engine being installed may also be used. For 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.

3.4.1.6. Maximum race weight for MC Class cars is 3000 pounds.

3.4.1.7. Adding of ballast to a car in MC Class is prohibited.

3.4.1.8. 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.

3.4.1.9. 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).

3.4.1.10. All fuel tanks or safety fuel cells 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.

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

3.4.1.12. MC Class windshields and rear glass may not be removed. Side glass may be removed or replaced. Lexan or Plexiglas may be substituted for glass on side windows and/or rear window, but only Lexan can be used to replace the front windshield.

3.4.1.13. Locked and limited-slip differentials are allowed.

3.4.1.14. Suspension upgrades are allowed. 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 placed in SMC.

3.4.1.15. MC Class cars may be updated within make and model line. For example: any part ever used in any VW Rabbit in the US may be installed in any year or trim level VW Rabbit. The model line extends only until the model is redesigned. This is often but not in all cases evidenced by a significant body change.

3.4.1.16. External nerf bars are prohibited.

3.4.2. Safety Requirements

3.4.2.1. MC Class cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT or equivalent brightness (1000 to 1500 lumens) YELLOW Light-Emitting Diode (LED) LIGHT (fog light) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working fog light you will not race.

3.4.2.2. All MC 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. 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 or removed, but the holes must be covered with solid, durable material.

3.4.2.3. 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. Worn or faded seat belts may be rejected at the discretion of the Chief Tech Inspector.

3.4.2.4. Fire extinguishers are mandatory in MC Class cars.

3.4.2.5. Roll cages

3.4.2.5.1. Roll cages must be made of regular steel tubing (.095 hot roll) and not less than 1½" O.D. tubing.

3.4.2.5.2. Corner welds must have steel gusset plates of no less than ⅛" thickness.

3.4.2.5.3. The cage must be full width and not lower than the driver's helmet.

3.4.2.5.4. 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.

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

3.4.2.5.6. Prefab and bolt-in kits are at the discretion of the Chief Tech Inspector.

3.4.3. Tires and Wheels

3.4.3.1. MC Class cars shall run Race Studded Tires. The top shoulders of the tire treads must remain within the bodywork.

3.4.4. No Contact Rule

3.4.4.1. When the MC class is running with any No Contact Rule classes (e.g., SLM or SLM4), contact with any No Contact Rule cars is prohibited. The SLM and SLM4 cars shall run blue LED lights to indicate they are in a "no-contact" class. The rule requires all drivers to maintain adequate racing room with no-contact classes of cars under racing conditions to avoid contact.

3.4.4.2. In the event of contact with any no-contact car, the drivers involved must exit the race course the next time around and leave the race. This is an "honor system rule" and applies whether the cars were black flagged or not! If you have contact with any no-contact car, you and they must leave the race!

3.4.4.3. Any and all contact with no-contact cars will be subject to penalty at the discretion of the Class Coordinator and Chief Flagger. Contact can be penalized at any time throughout the ice racing season or even into the next season. Penalties can include: race disqualification, loss of points, ejection from event, and outright ban from AMEC competition.

3.5. **Super Modified Closed** (SMC) Class

Super Modified Closed class cars are heavily modified production cars using ice racing studs in specialty tires, otherwise known as Race Studded Tires.

3.5.1. Car Requirements

3.5.1.1. Entry is restricted to four-wheeled vehicles, foreign or domestic, conforming to the Class specifications. Only 2-wheel drive cars are eligible. High center of gravity vehicles are prohibited, such as most pickup trucks, sport utility vehicles, mini-vans, or the like.

3.5.1.2. SMC includes all heavily modified cars retaining the original body shape.

3.5.1.3. 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.

3.5.1.4. 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.

3.5.1.5. 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).

3.5.1.6. No restrictions on suspension.

3.5.1.7. Tube-chassis cars with stock bodies added are prohibited.

3.5.1.8. Naturally aspirated, supercharged, and turbo-charged engines up to 360ci may be used.
3.5.1.9. Maximum race weight for SMC Class cars is 3000 pounds.
3.5.1.10. Locked differentials, engine conversions, turbo and super charging are allowed.
3.5.1.11. Adding of ballast to a car in SMC is prohibited.
3.5.1.12. Removal of interior upholstery, trim and seats is allowed. The interior of the driver's door on all SMC cars must have no sharp or dangerous edges.
3.5.1.13. External nerf bars are prohibited.
3.5.1.14. The use of an overhead wing is prohibited.

3.5.2. Safety Requirements

3.5.2.1. SMC cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT or equivalent brightness (1000 to 1500 lumens) YELLOW Light-Emitting Diode (LED) LIGHT (fog light) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working fog light you will not race.
3.5.2.2. All SMC 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 or removed, but the holes must be covered with solid, durable material.
3.5.2.3. Fire extinguishers are mandatory in SMC Class cars.
3.5.2.4. Electric fuel pumps inside the passenger compartment must be completely enclosed with a half-inch drain hole leading outside the car.
3.5.2.5. 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.
3.5.2.6. SMC Class cars' windshields and rear glass may not be removed. Lexan or Plexiglas may be substituted for glass on rear window but only Lexan can be used to replace the front windshield.
3.5.2.7. Side glass may be removed; however if the driver's door glass is removed, a Lexan window, window net, or arm restraint (only for open top cars) is required at the driver's door.
3.5.2.8. 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. Worn or faded seat belts may be rejected at the discretion of the Tech Inspector.
3.5.2.9. Roll Cage
3.5.2.9.1. Roll cages must be made of regular steel tubing (.095 hot roll) and not less than 1½" O.D. tubing.
3.5.2.9.2. Corner welds must have steel gusset plates of no less than ⅛" thickness.
3.5.2.9.3. The cage must be full width and not lower than the driver's helmet.
3.5.2.9.4. 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.

3.5.2.9.5. 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. A middle bar may be either above or below hip level.

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

3.5.2.9.7. Prefab and bolt-in kits are at the discretion of the chief Tech Inspector.

3.5.3. Tires and Wheels

3.5.3.1. The shoulder of the tire on SMC Class cars may extend up to three inches past the body work or side protection bars.

3.5.3.2. SMC class cars shall run Race Studded Tires.

3.5.4. No Contact Rule

3.5.4.1. When the SMC Class is running with any No Contact Rule classes (e.g., SLM or SLM4), contact with any No Contact Rule cars is prohibited. The SLM and SLM4 cars run blue LED lights to indicate they are a “no-contact” class. The rule is all drivers will maintain adequate racing room with SLM cars under racing conditions to avoid contact.

3.5.4.2. In the event of contact with an SLM car, the drivers involved must exit the race course the next time around and leave the race. This is an "honor system rule" and applies whether the cars were black flagged or not! If you have contact with another car, you and they must leave the race!

3.5.4.3. Any and all contact with no-contact cars will be subject to penalty at the discretion of the Class Coordinator and Chief Flagger. Contact can be penalized at any time throughout the ice racing season or even into the next season. Penalties can include: race disqualification, loss of points, ejection from event, and outright ban from AMEC competition.

3.6. **All-Wheel-Drive** (AWD) Class

AWD class cars participating may have any type of 4wd and must otherwise comply with all SMC class rules, but will be scored separately.

3.7. **Super Modified Open** (SMO) Class

Super Modified Open class cars are purpose-built race cars using ice racing studs in specialty tires, otherwise known as Race Studded Tires.

3.7.1. Car Requirements

3.7.1.1. 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 a Tech Inspector.

3.7.1.2. 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.

3.7.1.3. Naturally aspirated, supercharged, and turbo-charged engines of any size engine may be used.
3.7.1.4. Firmly anchored ballast is allowed. Ballast must be painted black in color and have the race car number noted on the ballast.
3.7.1.5. SMO class bodies are free of restriction.
3.7.1.6. Electric fuel pumps inside the passenger compartment must be completely enclosed with a half-inch drain hole leading outside the car.
3.7.1.7. 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.
3.7.1.8. Rear bumpers are required on all SMO Class cars. Bumpers must extend to within at least 3" of the outside of the tires.
3.7.1.9. 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.
3.7.1.10. SMO class cars with professionally built chassis such as that used in a sprint car or dirt modified with 1⅜", 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 1⅜", 0.090, in a triangulated design similar to that used in dirt competition.
3.7.1.11. 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 1½" OD round steel tubing with a minimum wall thickness of 0.090".
3.7.1.12. Sidebars are required in SMO Class cars. The top bar should be no lower than 20" from the ground and the lower bar at or near frame level. A middle bar may be either above or below hip level. ¾" 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.
3.7.1.13. 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.
3.7.1.14. Scratch-built cars should conform to the general specifications for width, weight, and engine size. Lightweight (¾" tubing or equivalent) rear bumpers are required on scratch-built cars.
3.7.1.15. 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.
3.7.1.16. 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.
3.7.1.17. SMO cars are only allowed one wing overhead with a total maximum size of 25 sq. ft. The performance of cars with wings in excess of 12 SQ FT will be monitored and may be subject to wing inclination limits and/or removal of the Gurney flap or wickerbill if a consistent advantage is determined by race officials.
3.7.1.18. The use of a front wing with a total maximum size of 6 sq. ft. is allowed.

3.7.2. Safety Requirements

3.7.2.1. All SMO Class cars must have a clear quartz halogen or LED 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.

3.7.2.2. All SMO cars must have a 55w (or greater) YELLOW QUARTZ HALOGEN LIGHT or equivalent brightness (1000 to 1500 lumens) YELLOW Light-Emitting Diode (LED) LIGHT (fog light) mounted outside at the lower rear window level or higher and clearly visible to any following car. If you do not have a working fog light you will not race.

3.7.2.3. All SMO 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 or removed, but the holes must be covered with solid, durable material.

3.7.2.4. Fire extinguishers are mandatory in SMO Class cars.

3.7.2.5. 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. Worn or faded seat belts may be rejected at the discretion of the Tech Inspector.

3.7.2.6. Roll bars and roll cages must be padded in the areas of the driver's head, arms, and legs.

3.7.3. Tires and Wheels

3.7.3.1. SMO class cars shall run Race Studded Tires.

3.7.4. No Contact Rule

3.7.4.1. When the SMO class is running with any No Contact Rule classes (e.g., SLM or SLM4), contact with any No Contact Rule cars is prohibited. The SLM and SLM4 cars run blue LED lights to indicate they are a "no-contact" class. The rule is all drivers will maintain adequate racing room with no-contact cars under racing conditions to avoid contact.

3.7.4.2. In the event of contact with a no-contact car, the drivers involved must exit the race course the next time around and leave the race. This is an "honor system rule" and applies whether the cars were black flagged or not! If you have contact with any no-contact car, you and they must leave the race!

3.7.4.3. Any and all contact with no-contact cars will be subject to penalty at the discretion of the Class Coordinator, Chief Flagger, or other club officials. Contact can be penalized at any time throughout the ice racing season or even into the next season. Penalties can include: race disqualification, loss of points, ejection from event, and outright ban from AMEC competition.

3.8. **Open Class**

The Open class is an unscored (e.g., no points or class trophies) 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.

3.8.1. Each car's participation in the Open class is subject to the rules of the class in which the car would normally participate, which must be one of SLM/SLM4, SS, MC, SMC, SMO or AWD. For example, if the car normally runs in Modified Class (MC), then it would have to conform to all MC rules.

4. Car Numbers

4.1.1. 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.

4.1.2. New AMEC members' applications may indicate on the membership form 3 car number choices. Numbers will be assigned based on availability and the order in which membership forms are received.

4.1.3. 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.

4.1.4. 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. If the front and back of the car cannot accommodate this size they shall be as large as possible while remaining legible. Painters tape is prohibited to mark numbers on the car since it will not stick in cold weather.

4.1.5. Race cars are not required to have a suffix letter after their number to designate the Class.

4.1.6. Street Legal classes will use 3 digit numbers using the following format;

4.1.6.1. SL 2WD – 1XX

4.1.6.2. SL 2WD Studded – 2XX

4.1.6.3. SL 4WD – 3XX

4.1.6.4. SL 4WD Studded – 4XX

5. Race Day Procedures

5.1. Registration & Race Fees

5.1.1. Registration is only offered online at MotorsportsReg.com.

5.1.2. The entry fee for all class drivers is $70.00.

5.1.3. Refunds of entry fees will only be given upon cancellation of a race.

5.1.4. Drivers, crewmembers, and workers must sign the required insurance waiver before the drivers meeting.

5.1.5. ***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 if those are run together.

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 the Grid Marshal, Chief Steward, Chief Flagger, or scoring personnel prior to a race. Substitutions must be cleared through the Chief Steward and Timing and Scoring personnel.

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 with any equipment or modifications not specifically allowed for SS.

5.3. Tech Inspection

5.3.1. All cars in all classes are subject to tech inspection at the first race they participate in for a given season and as requested by a Tech Inspector. Upon passing tech inspection, a sticker will be applied to the vehicle's windshield and driver's helmet to indicate they have passed tech inspection for the race season. Absence of the stickers requires re-inspection. Vehicles and helmets that have not passed tech inspection and do not have the sticker applied will not be allowed on the race course.

5.3.2. It is the driver's responsibility to present their car to tech inspection prior to the drivers' meeting.

5.3.3. All cars must arrive at tech inspection ready to race.

5.3.4. Any tires that may be raced must be presented at technical inspection.

5.3.5. All drivers must have spill pillows with them at tech inspection.

5.3.6. 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 race season. 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 <u>empty</u> 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 club President, Chief Steward, Chief Flagger, Corner Workers, Grid Workers, Street Legal Coordinator, Race Studded Classes Coordinator, and Scorers.

5.5.2. If no Chief Steward is present, the club President, the Chief Flagger, or a temporary designee of the club President shall act as Chief Steward for the day.

5.5.3. Officials' directions are always to be immediately followed even when a racer disagrees. Officials' rulings may be questioned at an appropriate time when the track is idle under safe conditions.

5.5.4. 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

5.6.1. 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 set forth in Appendix A.

5.6.2. Race officials will determine the length of heat races according to time constraints and track conditions. 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 <u>9:30 AM</u>.

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 an 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 the driver's cumulative championship point standing for that season. 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 day's' 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. The finish order 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 their class in the second heat.

5.8.4. The third heat starting positions are determined from results of the second heat races. All drivers disqualified in their second heat race start last in their race group.

5.9. Practice

5.9.1. Practice is mandatory for all new drivers.

5.9.2. Practice is not racing. It is track 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 before Practice.

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.

5.11. 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 cars from a different row, overlapping with cars in your row, or otherwise breaking from a two-abreast start until the passing car has 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.

5.15. 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 Steward 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 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. Passing under a yellow flag on the last lap of a race will cause the offending driver to be moved to last place for the heat if they have not otherwise been disqualified. The offending driver will also start in last position for the next heat of the day or the next heat in consecutive weekend race days per 5.8.2.2.

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 allowed 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 prohibited 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. 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 in the class races.

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 class winner to be considered a finisher.

6.2.2. 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

7. The Dos and Don’ts for Racers

Do	Don't
…be on time. The Drivers' Meeting begins 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.	…leave trash or debris on the lake.
…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 before 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	

8. AMEC Contacts

President Allen Pashley	518-836-6410	apash75@gmail.com
Vice President Caleb Pocock	518-791-8317	razero8@yahoo.com
Secretary Mike Hill	518-956-2772	mike.hill9@yahoo.com
Treasurer Mike Glock	518-393-0093	racing1a@aol.com
Membership Michael Waterhouse	518-810-8831	waterhmp@hotmail.com
Scoring questions Leeann Achzet		leeann.achzet@gmail.com
Chief Tech Inspector – SLM, SS, MC, SMC, SMO and AWD Classes Jarrett Hover	518-470-0052	chevytrucks0887@gmail.com
Chief Tech Inspector – SL, SL4, SLS and SL4S Classes Rafe Spada	518-651-4026	outonthetiles2@gmail.com
Street Legal Coordinator Phil Levering	484-624- 2663	philter39@verizon.net
Race Stud Classes Coordinator Dave Burnham	518-322-5041	racing48@nycap.rr.com
Club Historian Dave Burnham	518-322-5041	racing48@nycap.rr.com
Registration and Number Assignment Dave Usher	518- 505-5419	dusher0@gmail.com
Website information or post a classified Mike Glock	518-393-0093	racing1a@aol.com
Webmaster Mark Long	845-698-1834	nymalo@gmail.com
Points Dave Usher	518-505-5419	dusher0@gmail.com

Appendix A

Race Day Schedule – This appendix has four identical copies of the schedule so you can print this page and cut out the schedules so you have a small copy of the schedule that you can have with you on race-day.

		Start Time	Duration	Time since end of previous heat
	Drivers' Meeting	9:30	0:45	
Practice	SMO/SMC/AWD/MC/ SLM/SLM4/SS/OPEN Practice 1	10:15	0:20	
	SL/SLS Practice	10:35	0:15	
	SL4/SLS4 Practice	10:50	0:15	
	SMO/SMC/AWD/MC/ SLM/SLM4/SS/OPEN Practice 2	11:05	0:20	0:30
Races	SL/SLS Heat 1	11:25	0:22	0:35
	SMO/SMC/AWD/MC Heat 1	11:47	0:22	0:42
	SL4/SLS4 Heat 1	12:09	0:22	1:04
	Open/SLM/SS Heat 1	12:31	0:22	1:06
	Lunch Break/20-20	12:53	0:35	
	SMO/SMC/AWD/MC Heat 2	13:28	0:22	1:19
	SL/SLS Heat 2	13:50	0:22	2:03
	Open/SLM/SS Heat 2	14:12	0:22	1:19
	SL4/SLS4 Heat 2	14:34	0:22	2:03
	SMO/SMC/AWD/MC Heat 3	14:56	0:22	1:06
	SL/SLS Heat 3	15:18	0:22	1:06
	Open/SLM/SS Heat 3	15:40	0:22	1:06
	SL4/SLS4 Heat 3	16:02	0:22	1:06
	End of last heat	16:24		

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