

I **2002 Rules & Regulations**

Cars On Ice Championship Auto Ice Racing

1. GENERAL:

- A. These rules and regulations supersede all rules and regulations previously published, and are, at date of publication, binding and supplementary to the General Competition Rules and the National Supplementary Rules as published by CACC .
- B. Any supplemental rules and regulations for the Cars On Ice Championship events shall be published by the CACC member clubs organizing specific events.

2. LICENSING:

- A. Senior Driver Licensing Requirements:
All current basic licenses indicating the driver's ability to compete in motorsport are accepted by C.A.C.C. (ASN, ICSCC, CASC, WCMA, SCCA)

3. Novice Driver Licensing Requirements:

- A. Any person who has not competed in an automobile ice race for two novice races, minimal, shall be deemed a novice.
- B. Until a novice has met the requirements as outlined in 2(a) above, he/she will be required to compete in novice races held at all C.A.C.C. events. However, this shall not prevent him/her from competing in senior races, unless their expertise is not deemed satisfactory by the organizers.
- C. All novice vehicles must have a passenger seat and appropriate seat belts for training purposes.

4. RACE OFFICIALS

- A. As per the General Competition Rules of CACC and such additions as required from time to time.

5. CHAMPIONSHIPS

- A. The Cars on Ice 2002 Championship shall consist of:
6 Divisional Champions

6. SCORING

- A. Points will be awarded by the number of cars starting each race in their division as per the table set out in these rules.
- B. The maximum number of races to be scored in a division shall be two (2) less than the total number of races held.

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- C. Scoring for divisional champions will be the total of the points scored for each group.
- D. The table below will be used for scoring purposes:

| Starters → | 20 | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|---|---|---|
| Fin Pos ↓ | | | | | | | | | | | | | | | | | | | | |
| 1st | 25 | 24 | 23 | 22 | 21 | 20 | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 6 | 3 |
| 2nd | 22 | 21 | 20 | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 3 | |
| 3rd | 20 | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | |
| 4th | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | |
| 5th | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | |
| 6th | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | | |
| 7th | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | | | |
| 8th | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | | | | |
| 9th | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | | | | | |
| 10th | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | | | | | | |
| 11th | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | | | | | | | |
| 12th | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | | | | | | | | |
| 13th | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | | | | | | | | | |
| 14th | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | | | | | | | | | | | | |
| 15th | 8 | 7 | 6 | 5 | 4 | 3 | | | | | | | | | | | | | | |
| 16th | 7 | 6 | 5 | 4 | 3 | | | | | | | | | | | | | | | |
| 17th | 6 | 5 | 4 | 3 | | | | | | | | | | | | | | | | |
| 18th | 5 | 4 | 3 | | | | | | | | | | | | | | | | | |
| 19th | 4 | 3 | | | | | | | | | | | | | | | | | | |
| 20th | 3 | | | | | | | | | | | | | | | | | | | |

7. CAR CLASSIFICATION

Cars on Ice shall use the following tire classifications:

a) Group A - Rubber-to-Ice:

- A. Shall be allowed any type of tire, providing no foreign objects of any nature are embedded therein. NO TRACTIONIZING or non-factory siping of any kind is allowed.
- B. Division 1: Non-Conventional Drive
Division 2: Conventional Drive
Division 3: All Wheel Drive

b) Group B - Studded:

b-1) Street Studs

A. Tires may have street studs up to and including 38 studs per lineal foot of running surface. Studs shall conform to the diagram Fig.1 and specifications as set out in these rules (No upward tolerance of these dimensions is permitted).

- Maximum tip diameter: 2.6 mm
- Maximum shank diameter at tip: 5.2 mm
- Maximum taper: 0.6 mm on diameter
- Maximum flange diameter at tip: 9.1 mm
- Maximum overall length: 16.1 mm

These dimensions are based on a 16-mm stud

ALSO: Any re-cap tire with studs conforming to the above diagram, to be permitted.

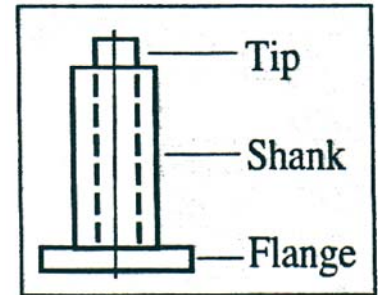


Fig.1

b-2) Screws

B. Tires may have up to and including 30 sheet metal screws per lineal foot of running surface. Such screws are to conform to the diagram in fig.2 and the following dimensions (No upward tolerance of these dimensions is permitted). Hex heads can be plain or slotted. Screws may protrude through the inside of the carcass and they may be fastened.

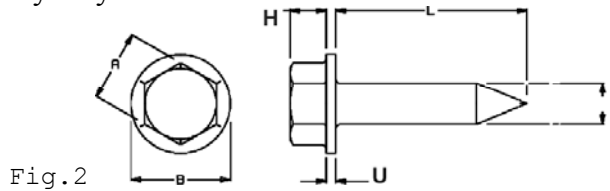


Fig.2

| | |
|---|-----------|
| A | .250 |
| B | .375 |
| D | .165 (#8) |
| H | .145 |
| L | FREE |
| U | .035 |

b-3) Bolts

C. Tires may have up to and including 15 bolts per lineal foot of running surface. Such bolts are to conform to the diagram in fig.2 and the following dimensions (No upward tolerance of these dimensions is permitted). Bolts must penetrate the tire casing from outside and be fastened inside with a nut and washer or "T nut". Bolts may be installed in any pattern provided no more than the maximum number is installed in any lineal foot of the tire. Bolts must be flush with the outer surface of the tire, and the tire must have not more than 2/32" of visible tread (i.e. wear bars must be flush with the tread surface). Tires can be mounted using inner

tubes or tire sealant.

| | |
|-----|------|
| A | .375 |
| B | .530 |
| D | .250 |
| H+U | .250 |
| L | FREE |

For measurement purposes at the lake, the inspector can take any 12 inches of the tire. No more than 38 studs or 30 screws or 15 bolts shall be in that 12 inches.

- D. Division 4: Non-Conventional Drive
- Division 5: Conventional Drive
- Division 6: All Wheel Drive

8. DIVISIONS:

- A. Non-conventional Drive:
Non-conventional Drive shall be defined as a drive train configuration which has both the engine and the driven wheels in front or behind the driver. If one is in front and one is behind, it would be classified as conventional drive.
- B. Conventional Drive.
Conventional Drive shall be defined as a drive train configuration wherein the driver separates the driving wheels from the engine, where the distance from the flywheel face nearest the driving wheels to the center line of the undriven wheels shall be no more than 27% of the vehicle wheel base. The engine shall drive directly into the gearbox with no intermediate shafting.
- C. All Wheel Drive:
All Wheel Drive: Shall be defined as vehicles having more than one pair of driven wheels.

9. Race Starting Procedure and Duration:

- A. A maximum of five (5) races per championship division shall be scheduled per weekend unless separate heats are necessary.
- B. All starts will be: rolling starts top 50% of grid inverted two x 2 starts
- C. Championship races may vary from a minimum of 10 minutes to a maximum of 30 minutes at the discretion of the organizer.
- D. A race that has to be red flagged may be deemed completed if 50% of the allotted time has elapsed.
- E. Divisions in the same Group shall run together.
- F. The grids for each Group shall be made up in the following manner:

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- G. Race 1 of the Group shall be gridded by a draw
- H. All other races will be by finishing order of the previous race in that Group.

10. Rules of the Road:

- A. A current definition and interpretation of all flags and their applications will be given to all drivers at every event. The acceptance of entry is conditional on the competitor having read and understood the same.
- B. The IGNORING OF ANY FLAG may result in the competitor being excluded from the race, the weekend, the series, and/or loss of series points, at the discretion of the Clerk of the Course.
- C. All published starting times shall be GREEN FLAG TIMES!
- D. There will be NO BODY CONTACT between racing vehicles.
- E. Any body contact will be called in to race control. At the end of each race, each driver involved will report to the starter. If one of the drivers admits responsibility, that driver will start the next race from the penalty box. If neither driver accepts full responsibility, both drivers will start the next race from the penalty box. Cars in the penalty box will be released after the green flag has dropped and the last car on the grid has passed the Start/Finish Line. Race officials reserve the right to hold special meetings to adjudicate and assess penalties, as determined under the General Competition Rules of CACC .

11. Preparation Rules:

It is recommended to read the CACC General Competition Rules for exact data when constructing a new vehicle.

- A. Seat belts complying with CACC race regulations Appendix IV are required with exception of Section 4 which is highly recommended and will be required by 2003. All vehicles must be equipped with a safety harness meeting minimum racing regulations (four-point) for drivers and passengers, where applicable in all Groups.
- B. Roll cages complying with CACC race competition regulations Appendix 1 are required except that 17.4.E is specifically waived and 17.4.C is modified to require one side protection bar on the drivers side.
- C. All batteries, not in stock location, must be mounted to the car and enclosed. (Note: the battery must be securely mounted to the car i.e.: seat belts are not adequate).
- D. All cars must have a substantial firewall between engine and driver.
- E. All cars must have operational four wheel brakes.
- F. Headlights or driving lights and tail lights are mandatory. All taillights shall have standard (stock) bulbs and be mounted on the exterior of the vehicle. All headlights not in stock location shall be standard headlights or driving lights.
- G. Brake lights must be operational and RED. A high intensity (minimum 13 watt) combination running/brake light mounted high on the rear of the car is mandatory.

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- H. Screws must be installed with the hex head pointing outwards. The screws may penetrate the casing and may be fastened on the inside. Screws must be #8 screws with 1/4" hex heads. The hex heads may not be modified in any way. No additional washers or spacers may be used.
- I. Functional inside and outside rear-view mirrors are mandatory.
- J. All ballast must be contained and secured with metal to metal fasteners.
- K. Mufflers are required on all cars. (105 dB)
- L. Windshield wipers must be operational on the driver's side of the car. Adequate eye protection must be worn by all driver's in vehicles which do not have legal windscreens.
- M. No protruding sharp objects. Cars will run stock bumpers, no bumpers or substantial wooden bumpers which may not exceed the width of the car. All bumpers must have substantial end caps. (i.e. a piece of tire bolted to the bumper and the fender.) Trailer hitches and step plates, etc., shall be deemed protruding and must be removed before the vehicle shall be eligible for competition.
- N. HELMETS must conform to one of the following FIA approved standards: Snell Foundation 1995 SA or 2000 SA (USA). Helmet must be in good condition and is subject to the scrutiny of the technical inspector.
- O. Race cars may not exceed a wheelbase of 112 inches.
- P. Catch tanks for engine vents are mandatory as follows:
1x 1 liter for oil and 1 x 1 liter for water
OR 1 x 2 liter for oil and water
- Q. Fire Extinguishers with a minimum 5BC rating, with a gauge and yearly certification are mandatory. (NOTE: fire extinguishers must be re-certified yearly and after each use.)
- R. All vehicles must have adequate front and rear towing points.
- S. Clear and HIGHLY CONTRASTING digits must be displayed in the center of the front doors on both sides of the vehicle. NO TRIPLE DIGITS WILL BE ALLOWED. Dual driver vehicles must change the digits on both sides of the car when changing drivers. NOTE: numbers (digits) are assigned to the driver, not the vehicle.)
- T. Vehicles must run sponsor decals in the number, size & locations as specified by the sponsor and/or club executive. Non-compliance is grounds for penalties up to and including exclusion.
- U. Vehicles must not show endorsement of products designated as competitive with our major sponsors, in a more prominent fashion than what is noted in rule #19 above. The club executive shall be the final authority on enforcement of this rule.
- V. If a race vehicle does not comply with one or more of the safety requirements the Technical inspector in consultation with the Steward or Clerk of the Course may or may not let the vehicle compete. The Technical inspector will give the vehicle owner, or driver the list of deficiencies in writing. If the Technical inspector permits the vehicle to compete that weekend, ALL defects MUST be fixed before

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- the vehicle can compete in the next race weekend.
- W. If the Technical inspector, or his/her designate, checks a vehicle immediately after a race and it is found to be in violation of any of the rules, that driver shall lose any points awarded in that race
 - X. A window net must be fitted, or the drivers window must be rolled at least half way up when the car is on the race course.

12. Queries, Protests, Appeals & Penalties:

All queries, protests, appeals and penalties shall be administered as outlined in the C.A.C.C. General Competition Rules.