



**ALL PORTIONS IN RED ARE NEW OR MODIFIED FOR  
THE 2015 SEASON!! PLEASE READ CAREFULLY  
If you need any clarification of rules please e-mail  
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## **INTERNATIONAL ICE RACING ASSOCIATION 2015 RULES AND REGULATIONS**

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## **I. GENERAL**

Any person who participates in an IIRA-sanctioned event hereby agrees to abide by the rules and regulations of the IIRA as set forth in the current year's published Rules and Regulations.

### **A. Race Formats**

1. Endurance Race – One of the options below may be selected as a qualifying endurance race for the race weekend. Drivers with a provisional license will not be allowed to participate in any endurance race until they have completed the requirements to attain a completion license, unless approved by Chief Steward.
  - a. Endurance Race (SS, SGT, GTO, SGX & GTX). One pit stop is mandatory. Driver must break contact with car during stop. Minimum race length is one hour.
  - b. Extended Sprint/Mini Enduro (SS, SGT, GTO, SGX & GTX). No mandatory pit stop. Minimum of 2 races during race weekend totally a minimum of 90 minutes. Additional races may be added during the race weekend with various formats and may apply for points or qualifying positions of full endurance race.
2. Sprint Race (SS, SGT, GTO, SGX & GTX). No mandatory pit stop. Minimum of 3 races during a race weekend totally a minimum of 90 minutes. Additional races may be added during the race weekend with various formats and may apply for points or for qualifying positions.
3. High Performance Ice Driving Series (HPIDS) – Time Attack (RTI, SS, SGT, GTO, SGX & GTX). No mandatory pit stop, a minimum of 3 sessions during a race weekend with various formats. There will be up to 3 cars per mile on the track at any point. Number of cars on track will be determined by Chief Steward.
4. Any and all race formats can and will change by the determination of the Chief Steward or the race organizer at their discretion.

### **B. Weekend Schedule**

Race operating clubs must set a race schedule to include at least three (3) sprint heats, one (1) approved endurance option and three (3) HPIDS Time Attacks. (weather and track conditions permitting). Other events/heats may be included beyond the mandatory events. Any changes to the weekend scheduled will be announced during the drivers meeting each morning.



**\*\* Every car needs to be cleared by tech every weekend. It is the responsibility of the drivers/crews to be cleared before entering the track. Tech will be available in the morning before race day starts if you are late you will need to wait until the Tech Inspector is available before entering the track. \*\***

### **Suggested Race Weekend Schedule**

#### **Saturday:**

8:30 - 8:45 a.m.

9:00 – 9:15 a.m.

9:30 – 9:45 a.m.

10:00 – 10:30 a.m.

10:40 – 11:10 a.m.

11:20 – 11:50 a.m.

12:00 - 1:00 p.m.

1:10 – 1:40 p.m.

1:50 – 2:20 p.m.

2:30 – 3:00 p.m.

#### **Suggested for 2014**

Worker Meeting

Drivers' Meeting

Open Warm-up (Ice Racers)

Heat Races – or Sprint Qualifying

High Performance Ice Driving Series – Time Attack #1

Sprint Race #1

Lunch

High Performance Ice Driving Series – Time Attack #2

Sprint Race #2

High Performance Ice Driving Series – Time Attack #3

#### **Sunday:**

9:00 – 9:15 a.m.

9:25 – 9:40 a.m.

9:50 – 10:20 a.m.

10:30 – 11:00 a.m.

11:10 – 11:55 a.m.

12:05 – 1:05 p.m.

1:15 – 1:45 p.m.

1:55 – 2:40 p.m.

2:50 – 3:20 p.m.

Drivers' Meeting

Open Warm-up (Ice Racers)

Sprint Race #4

High Performance Ice Driving Series – Time Attack #4

Extended Sprint/Mini Enduro #1

Lunch

High Performance Ice Driving Series – Time Attack #5

Extended Sprint/Mini Enduro #2

High Performance Ice Driving Series – Time Attack #6

**Note:** The Chief Steward and Race Chair may change the format for practice and qualifying sessions if any of the following apply:

1. More than 25 cars per mile are entered.



2. Longer sessions are required for race weekends with more than 25 cars per mile.
3. Schedule above is "SUGGESTED," times can and will likely change depending on number of cars, weather, and incidents. This is strictly to be used as a reference.

### **C. Co-Drivers**

Co-drivers (drivers sharing driving duties in the same car for the same race event) are recommended for endurance format races and can be used in sprint races. Additional drivers or driver changes may be required, i.e. a race organizer is holding a twenty-four (24) hour format or something similar may proscribe quantity of drivers or driver changes.

### **D. Insurance**

It is mandatory that the operating club or host site to have spectator liability insurance in force for the entire event including practice, qualifying and race. The operating club must have a certificate of insurance or insurance binder at the track before the first practice session. The Certificate or binder must list the IIRA as an additional named insured party on the policy. IIRA officials may inspect certificate or binder on demand. Entrants, crews and worker participants must be provided information, upon request, regarding the insurance coverage that is in force. Rules for Organizers detail the insurance requirements for each event.

### **E. Race Fees**

The operating club shall set the entry fee, late fees and pass fees and shall impose no additional fees against any qualified IIRA licensed driver. Any entry fee, late fee or pass fees may be refunded up to the time of practice at the discretion of the Race Chair.

### **F. Race Results**

Copies of official results will be posted at the awards presentation after the conclusion of the race weekend and available at the next race or posted on the website.

### **G. Sanction Fees**

Each operating club will pay sanction fees to the IIRA Treasurer:

1. \$50 race sanction fee (U.S. funds) to be paid at the Fall Board meeting.
2. \$50 points race, trophy fund fee (U.S. funds) to be paid during that club's race weekend.

### **H. Rules for Organizers.**

The separate document entitled "Rules for Organizers, revised December 14, 2006," is hereby added, in its entirety, to the IIRA Rules and Regulations in this section.

### **J. Season Schedule**

IIRA sanctioned events will be awarded to local promoters/clubs so as to create a season schedule with no more than six events beginning with the first full weekend in January through the first full weekend in March. Schedules may be modified during the season dependent on weather and ice conditions.



### **K. Process for Awarding Event Sanctions**

Individual promoters or local clubs who desire to hold a IIRA sanctioned event shall send a representative to appear before the IIRA board at its first scheduled Fall meeting for the purpose of presenting their event proposal to the board. Proposals should:

1. Be location specific
2. Indicate preferred and alternate weekends for scheduling
3. Demonstrate a willingness, ability and commitment to conform to all points in the IIRA Rules for Organizers
4. Highlight attractive special features of the proposed event (e.g., additional special races, coordination with other local events, celebrity appearances, sponsorships, etc.)
5. Show evidence of promoting successful previous events
6. Include payment of a sanction fee deposit of \$50 for each event
7. Limit prepared remarks to less than fifteen minutes.

At the conclusion of proposal presentations, the IIRA board will discuss, compare and contrast all sanctioned event proposals until reaching agreement on a season schedule. Promoters from a previous season will not be afforded a “right of first refusal” for future events and dates. If

necessary, due to prolonged discussion, need for additional information or other unforeseen

factors, the final season schedule decision may be postponed until the next regular board meeting. Sanction fee deposits will be promptly refunded for events that are not chosen for the season schedule.

## **II. TRACK LAYOUT**

### **A. Responsibility**

Safe track layout is the joint responsibility of the operating club and the IIRA. The club shall have a snow plow and operator available on Saturday and Sunday to change the course if required by the Chief Steward.

### **B. Specifications**

Track layout must conform to the following specifications:

1. Length of course to be 1 to 2 miles.
2. Each track must have at least two (2) straightaways a minimum of 3/16ths of a mile each, 3/8ths mile total. Maximum straightaway length is 1/2 mile. Any radius of more than 200 feet will be considered a straightaway.
3. Hairpins should be avoided, if possible, or kept to a minimum.
4. Minimum track width of 35 ft. Increase width beyond pit exit for accelerating lane and recommended increase width on outside of turns.



5. Pit entrance to be on a slow part of the course. Pit width minimum: 50 ft. to allow allow for safe pits, start/stop infraction zone & 2 lanes for gridding. Pit entrance and exit **MUST** be designed so that cars will enter and exit off the racing line.
6. Paddock area to be located behind the hot pits, a minimum of 50 ft. wide, allowing space for parking support vehicles perpendicular to the hot pits with trailers attached, and with access to the hot pits on each end.
7. 7.Track and hot pits to be separated by a minimum distance of 20 ft. or double snow bank.
8. 8.Hot pits must be physically separated from the paddock by fencing, snow bank, rope, etc.
9. 9.Where snow banks do not clearly delineate the track, markers 100 ft. apart on corners, 500 ft. apart on straightaways are required (i.e. colored lath, pylons, cardboard). Tires cannot be used as course markers.
10. Shutdown markers provided by IIRA to be positioned from corner apex and far enough away to allow the drivers visibility to the turns. These markers shall be in place during practice, qualifying and the race. An effort should be made to keep them in the same locations all weekend.

### III. DRIVER QUALIFICATIONS

#### A. Licenses

Every driver must present an IIRA racing license at registration. Drivers must be at least 16 years of age.

#### B. Parental Consent

Any driver or participant under the legal age of majority in his home province or state must have a signed and notarized parental consent minor waiver form available on the website.

#### C. Entry Refusal

1. An operating club may refuse an entry for a valid insurance reason.
2. Anyone who pursues or who has pursued legal action against the IIRA, and loses, will be liable for the IIRA's legal fees and will be barred from participation in IIRA-sanctioned events.
3. Wrist bands or identification for paid and licensed entrants may be required during race weekends and drivers will be expected to produce the identification when requested. Refusal to show proper identification may impose penalties or disqualification.

#### D. New/Provisional Drivers

A new driver is required to run three (3) HPIDS Time Attacks, completing the track within a maximum of 115% of the average fast lap times from cars in their class from a sprint race of the day the driver is qualifying on, before they will be approved for participation in a Sprint or Endurance Race, unless waived by the Chief Steward. (Formula Example: 3 cars in said



class have fast lap times of, 60 seconds 75 seconds and 90 seconds. The new driver would be required to complete the track in 86.25 seconds ( $75 \times 1.15 = 86.25$ ) A driver with a provisional license is a driver who has not raced at least three (3) ice races in two years or a previously licensed driver who has not raced at least one (1) ice race in the past two (2) years.

#### **E. Bad Checks**

If a driver or entrant issues a bad check to a member club or the IIRA, the driver will lose all license privileges until the check is honored and a \$30 penalty and bank charges are paid.

### **IV. SAFETY**

#### **A. Drivers**

1. Helmets must be Snell approved, SA or M, year must be 2005 or later. BSI rally helmets meet the requirements. Helmets must be in good condition. Deteriorated or inappropriate helmets may be impounded for a race weekend and returned to the driver at the end of the weekend.
2. SFI-approved or leather gloves without holes recommended.
3. Nomex or other fireproof driver's suit and underwear are highly recommended. No acrylic clothing allowed. Wool or cotton jeans and jackets recommended.
4. Drivers may not smoke in their race cars at any time. Drivers may not have loose articles in their mouth (i.e. smoking paraphernalia, gum, dental work, etc.) while on track.
5. No drugs or alcohol shall be consumed by drivers, crew, workers or officials on the track or in the pits or paddock before or during practice, qualifying and the races.  
**DRIVERS ARE RESPONSIBLE FOR THEIR CREWS AND MAY BE DISQUALIFIED FOR ANY VIOLATION.**
6. Any driver operating their car in an unsafe or unsportsmanlike manner during practice, qualifying or the race will be subject to disqualification from that race and other penalty, at the discretion of the Chief Steward.
7. All drivers must be properly licensed, registered and have had the car inspected by tech before going on track. Failure to comply may result in disqualification of driver and car from that race.
8. At the discretion of the Chief of Tech, driver, car and helmet must be re-inspected after an accident before being allowed back on the track.
9. All cars must be equipped with a minimum four point occupant restraint system consisting of two lap and two shoulder belts. The belts must be free of signs of wear, cuts or abrasion.

#### **B. Track and Pits**

1. The club operating the event must provide for accident care, and coordinate with local emergency response personnel for shore rescue. Backup vehicles are recommended to be located at pit entrance or exit and equipped with radio communication. See Rules for Organizers (RFOs).
2. Radio communications shall be provided at the track both days.





3. Fire extinguishers shall be located in the pit area and around the course. It is recommended that each team's pit area have an extinguisher provided by the race team.
4. No one under the age of 16 will be allowed in the hot pits or outside vehicles on corners.
5. No pets allowed in the hot pits or uncontrolled pets in paddock.
6. No dumping or spilling of gas, oil, anti-freeze or other pollutants allowed. **Violators are subject to PENALTY assessed by the IIRA Chief Steward or operating club.** Suitable containers must be available for such materials.
7. Fueling only with hand-held, non-pressurized fuel containers with spout that fits car.
8. Nitrogen air bottles must have an OSHA approved safety cage.
9. Each competitor shall supply a pit marker 18" x 24" in the major color of the car with the car number clearly on the sign. This sign shall be placed on the hot pit snow bank opposite from the paddock at the competitor's pit location.
10. **One-way traffic in the pits. Cars may be pushed backward in pits.**
11. Lights must be on before entering the track for practice, qualifying and during the race.
12. A car may carry only one person while on the track unless approval to carry additional persons is granted by the Race Chairman or Chief Steward.
13. No on-track maintenance by anyone other than the driver or on track services personnel. Crew may not provide repair assistance other than in the pits. Cars may be moved from an unsafe position for safety reasons without being assessed a penalty. Crew members may only cross the track at start finish and only with Starter or Chief Steward's permission.
14. The track shall be closed to all vehicles at the end of each day unless permission otherwise is granted by the Chief Steward. Operating club has the responsibility to physically block the track and level banks at the conclusion of the event.
15. Cars are allowed on the track only during their sessions unless permission is granted by the Chief Steward.
16. Pit road speed is 35 mph maximum in first gear. Violation of speed will result in a stop and go penalty by the Chief Steward.

## V. FLAGS/RULES OF THE ROAD

### A. Green

The race is underway and course is clear. Will be shown only at the start/finish line.

### B. Yellow Motionless

Proceed with caution, be prepared to stop. **No passing allowed until past the incident.**

### C. Yellow Waving

Great danger, reduce speed, be prepared to stop, probably obstacle or people on track. **No**



passing until past the incident.

#### **D. Full Course Yellow/Blue**

In the event a full course yellow/blue is needed, ALL stations including Start/Finish will display both yellow and blue flags. Slow immediately. **NO PASSING ALLOWED** until the race is restarted. The restart shall be single-file. The pits will be closed and cars in the pits will be allowed to take their position at the end of the field.

#### **E. Red**

In the event of a red flag, all other corners except the last corner before Start/Finish will display yellow and blue flags. Red flags will be displayed at the Start/Finish line and the corner before pit entrance. The race or session has been stopped. **Slow immediately to 10 M.P.H., shift to first gear then continue around track in single file (NO PASSING) at 10 M.P.H. and return to Start/Finish. If track is blocked, all cars are to pull to outside of track and stop in single file (do not block pit entrance or exit).** (Race clock keeps running.) In the event of a red flag, the cars must restart in single file, in order of passage of the last fully scored lap, as determined by the Timing/Scoring Marshall(s). **No work is allowed on the cars on the track or in the pit lane except by the driver.**

#### **F. Blue**

A faster competitor is trying to overtake you.

#### **G. White**

An ambulance, service vehicle or slow-moving vehicle is on the course. Also indicates the last lap of the race when displayed only at start/finish.

#### **H. Black**

Disciplinary action. If displayed, report to Chief Steward. A driver not coming in for a black flag within two (2) laps of the flag being given may be disqualified. Displayed with car number at start/finish line and optionally at one other location. Furled black flag is a warning.

#### **I. Black/Orange**

You have a mechanical problem, report to your pit. Displayed with car number at start/finish line.

#### **J. Checkered**

You have finished the race or session. **Slow immediately to moderate speed and return to pits.**

### **VI. QUALIFYING/GRIDDING**

#### **A. Cars per Driver (N/A to HPIDS)**



Each driver may qualify as many cars as time permits. They must be a registered driver in each car qualified. They must, however, start in the grid position in which the car they select has qualified.

#### **B. Impound/Penalties**

All cars may be impounded and inspected after each qualifying session at the discretion of the Chief Technical Inspector or Chief Steward. Any driver qualifying illegally shall be assessed a maximum penalty of two (2) race laps, via starting the race from the pits, after two (2) race laps have been completed. The Chief Steward may modify, but not completely eliminate, the above penalties at his discretion.

#### **C. Grid Positions (N/A to HPIDS)**

The fastest qualifier shall have the pole position. Pole position is normally to the inside of the first corner. The fastest qualifier may choose their position on the front row. The grid shall be determined by each car's fastest qualifying time.

#### **D. Maximum Starters (N/A to HPIDS)**

The maximum allowable number of starters shall be determined by the length of the track. There shall be no more than 25 starters per mile, except at the discretion of the Chief Steward.

#### **E. Excess Starters (N/A to HPIDS)**

In the event that the number of cars entered exceeds the maximum allowable number of starters, the ratio of the number of entrants in each class to the total number of entrants shall determine the number of starts in each class. For example, if 28% of the cars entered are ST, 28% of the starters shall be Class ST cars.

#### **F. Standbys (N/A to HPIDS)**

1. Standbys are cars excluded from the starting grid as per Section VI. E.:
2. The standby order in each class is determined by qualifying times.
3. Standbys who make the grid shall be gridded behind the regular qualifiers in order of qualifying times. If a sufficient number of cars in a class do not make the starting grid so that the class does not fill its allotted number of starting positions, the unfilled positions shall be filled by standbys from the other classes in order of qualifying times regardless of class.

#### **G. Non-Qualifiers (N/A to HPIDS)**

Cars without qualifying times will start at the back of the pack. If the number of entrants exceeds the allowable number of starters, these cars will be placed at the end of the standby list. Drivers not qualifying must have five (5) laps practice or may race only at the discretion of the Chief Steward.

#### **H. Grid Penalties**



A car found on the grid with an illegal number of studs or illegal studs will be removed from the grid until such time as the problem is corrected, A maximum penalty of two (2) race laps may be assessed, via starting the race from the pits after two (2) race laps have been completed. The Chief Steward may modify, but not completely eliminate, the above penalties at his discretion.

#### **I. Grid Deadlines**

**Any qualifier who, for any reason, does not have their car on the grid ten minutes before race time shall be moved to the rear of the grid.** Any qualifier who does not make the grid five (5) minutes before race time may be replaced by a standby from his class if the number of entrants exceeds the maximum.

### **VII. STARTS/RACE**

#### **A. Non-Competing Cars**

Race cars not competing must be kept in the paddock during a race.

#### **B. Starting Method (N/A to HPIDS)**

The NASCAR start or restart will be used for all races, additional pace laps count as race laps. Starting speed of 25 M.P.H. is to be the responsibility of pole position driver. (No passing is allowed until past the start flag.) ALTERNATE STARTING METHOD MAY BE USED WITH THE APPROVAL OF THE CHIEF STEWARD AND RACE CHAIRPERSON.

#### **C. Pit Wall Restrictions**

**No crew members will be allowed on the pit wall until the leader completes the third lap.**

#### **D. Re-enter Track**

During the event, a car leaving the track must re-enter within a reasonable distance of the point of exit. Reasonable distance will be determined at the discretion of the Chief Steward.

#### **E. Impound Penalties**

All cars may be impounded and inspected at the finish line at the end of the race at the discretion of the Chief Technical Inspector or Chief Steward. The driver of a car found at the end of the race to have illegal studs or an illegal number of studs will be disqualified.

#### **F. Position Improvement Restriction**

A car may not improve its position on the track by using the pits during a pace car situation, i.e. full course yellow.

#### **G. Race Finish**

Last lap of each race will be indicated to drivers at start/finish.

### **VIII. TROPHIES/POINTS**



### **A. Race Trophies/Awards**

1. Each operating club shall provide trophies/awards for each class based on the number of entries:
  - a. One trophy/award for every three entries with a maximum of three trophies/awards required. If codrivers are mandatory, then two (2) trophies/awards for each position are required. Additional or special trophies/awards are optional.
2. Heat races are not for points. The last heat race may be used to set the grid for the first sprint race.
3. Sprint race trophies will be awarded on the basis of the finishing positions of each sprint.
4. First place trophies/awards must be presented following the race.
5. The remaining trophies/awards must be presented within a reasonable time.

### **B. Series Trophies/Awards**

Series overall trophies shall be for first in each class.

1. Endurance Series points will be awarded to the car as follows: The score will be based upon the finishing position within the competing class, based upon the adopted points chart. In order to be considered a finisher, a car must complete half the total laps, rounded down, and covered by the overall winner of the race. A car has five (5) minutes after the checker flag is displayed to complete their last lap. (Manufacturers points are awarded highest finisher by make and class.)
2. Sprint Series points will be awarded to the car as follows: The sprint series will receive points for each race sprint based upon the finishing position within the competing class, based upon the adopted points chart. Car number "1" will be reserved for the car accumulating the most sprint race points.
3. Points ties to be decided on the basis of finishing positions in all races entered in the series in:
  - a. Affected class and category
  - b. Number of 1st place finishes.
  - c. Number of 2nd place finishes, etc.

### **C. Other Awards**

1. Rookie of the Year  
In order to be considered for this award, a driver must start the season with a provisional license and their previous ice racing must be limited to the last two (2) seasons. They must compete in a minimum of three (3) ice races in the current season. Special consideration will be given to drivers who are inexperienced in all other forms of auto racing. The most successful driver in competition will not necessarily be the winner of the award.

All of the following points will be considered in the selection process:



- |                               |                                |
|-------------------------------|--------------------------------|
| <b>Sportsmanship</b>          | <b>Competitiveness of car</b>  |
| <b>Preparation of car</b>     | <b>Past racing experience</b>  |
| <b>Finishing positions</b>    | <b>Knowledge of the rules</b>  |
| <b>Support of the sport</b>   | <b>Observance of the rules</b> |
| <b>Support of local races</b> | <b>Driving improvement</b>     |
| <b>Clean driving</b>          | <b>Congenial to workers</b>    |
| <b>Number of races</b>        | <b>Congenial to officials</b>  |

2. Most Improved Driver  
To be determined by the general membership in conjunction with yearly elections.
3. Souther Award  
To be determined by the Board of Directors. Awarded for contributions promoting the sport of ice racing.
4. Mechanic of the Year  
To be determined by the Board of Directors

## **IX. GENERAL COMPETITION RULES**

### **A. General Classifications for Studded Cars**

Classification of cars in the studded classes will be in three (3) categories: Street Stud (SS2 & SS4), 2WD (Classes SGT & GTO) & 4WD (Classes SGX & GTX). Each category may have different rules regarding appearance, modifications, tires, etc. All cars are required to meet the general rules section. No protests will be allowed regarding internal engine or transmission parts. Any car may be reclassified based on its performance at the discretion of the Rules Chairperson and IIRA Board.

### **B. General Specifications for Studded Cars**

1. Roll cages are required in all vehicles competing in an IIRA event in the studded categories. Specific installations are subject to approval by the Chief Technical Inspector. It is permitted to modify interior door panels and trim pieces to accommodate installation of the roll cage. Trim items such as visors, arm rests and grab handles may be removed. The basic purpose of the roll cage is to protect the driver if the car turns over and/or is rammed by another vehicle. It must be constructed to withstand compression forces from the weight of the vehicle coming down on the rollover structure and must prevent any intrusion into the driver's compartment. Forward braces and portions of the roll cage subject to contact by the driver must be padded with a resilient material. Material, ERW, DOM - Seamless mild steel tubing or alloy steel tubing must be used (ERW tubing requires wall thickness of .120 inches).
2. All IMSA and SCCA legal cages are permitted.
3. Minimum material size:
  - a. Vehicle weight without driver Mild Steel Alloy Steel
  - b. Up to 1500 1.375 x .095 1.375 x .080
  - c. 1500 to 2500 1.500 x .095 1.375 x .095
  - d. over 2500 1.500 x .120 1.500 x .095



- e. An inspection hole, 3/16th inch diameter must be drilled in a non-critical area of the roll cage to facilitate verification of wall thickness.
4. Construction: The roll cage will consist of the main hoop with a diagonal and horizontal brace, two rear down tubes, two front down tubes, a high front lateral tube connecting the front down tubes, two high fore-aft tubes from the main hoop connecting or contiguous with the front down tubes and two side door bars. It is permitted to supplement the structure with additional braces. The roll cage must be welded or bolted with backing plates at the points where the roll cage attaches to the vehicle.

#### Roll Cage Design:

Tubes represented by dotted lines are optional. NASCAR style door brace is highly recommended. **Dual driver's side door bars are required.**

5. No dual wheel cars allowed.
6. Four wheel drive cars are only allowed in SS4, SGX & GTX Classes.
7. All cars are required to have protective webbing located over driver's window or safety belt attached arm restraints. Nets must not be attached to the door.
8. Drivers of open cockpit cars must wear arm restraints and the roll cage must have the top covered with metal.
9. Securely mounted, metal-to-metal, quick release four-point mounted seat belt and shoulder harness mandatory. Three inch lap belts, two inch shoulder width minimum.
10. Fire extinguishers are mandatory in all cars. Extinguishers must be secured with a metal bracket and accessible to driver while seated in the driving position. Minimum size is 2-1/4 dry chemical (10BC rating) or equivalent. The extinguisher must have a gauge or current (6 month) test tag.
11. Car numbers must be eight (8) inches high at a minimum and be of a high contrast to allow officials to see the numbers. Class designation should be visible on the driver door and rear quarter panel at minimum of 5 inch height.
12. All cars must display appropriate series sponsor decals as required by IIRA series sponsors. Required decals must be displayed properly (right side up in full size). Decals, lettering or any identification that conflicts with IIRA series sponsors will not be allowed. Decals, lettering or any identification of sanctioning groups that compete with IIRA will not be allowed.
13. Head lights, tail lights and brake lights must be fully operational at tech inspection and one of each at the beginning of the race. One of each light must be operational at all times throughout the race, practice and qualifying. All tail lights shall have standard bulbs or bulbs of greater intensity. Auxiliary headlights are acceptable, mounted close to factory mounting point.
14. An amber or yellow quartz-halogen foul-weather light of 100W minimum, flood style - not spot style, pointing rearward and mounted centrally on the outside of the car is



- mandatory. The light must be on while on the track and remain unobstructed throughout the race.
15. Must have inside and outside rear view mirrors.
  16. Mandatory tow points in front and rear, marked with red paint or lettering. Must be easily connected to by tow truck operator.
  17. Maximum length of car 190 inches.
  18. Tires for SGT, GTO, SGX, GTX Stud Classes:

D.O.T. approved tires, (Lindorfer style studs not allowed on drive wheels) or Cam Am molded ice race tires and Lender style blank caps that are hand grooved and other pre-approved ice tire designs are permitted. All tires must have a tread pattern surface area greater than 28 sq. in. /lineal ft. of tread. Any new design is welcome, but must be approved for use by the IIRA Board of Directors. Any tire must be (or have been) available to all competitors. Tire brand must be same as series tire sponsor or must be buffed off tire completely. There can be no more than 30 studs/lineal foot of tire. Studs must no protrude more than 3/16 inches. Studs must only protrude in the tread area of the tire and not in the sidewall.
  19. Tires for Street Stud Class (SS):
    - a. All tires must be DOT or TC (Canada) approved.
    - b. All tires must be commercially available, as found at Tire Rack, Canadian Tire, America's Tire or comparable retail outlets. \*\*Recommended that you purchase prestudded tires, ex. Firestone Winterforces available via Tire Rack, for \$15/ Tire Rack will stud tires for you!\*\*
    - c. Both 2WD and 4WD cars require tire studs.
      1. Maximum number of studs allowed is thirty (30) per linear foot of tread.
      2. Studs must only be automotive studs with center carbide (#12 - #17), using only factory stud holes (no Maxi-Trac studs or Grip Studs.)
      3. Studs may not protrude more than 1/16 inch, and will be measured at Tech.
      4. Stud length is limited to 17 mm.
      5. Tires must be unmodified from how they were manufactured. No non-factory grooving or siping is allowed.
  20. There must be a restraining strap on all drive shafts of all front engine, rear drive cars.
  21. All cars must have full windshields. Windshield wiper must be operational on driver's side of car at all times.
  22. All cars must be neat appearing, mechanically and structurally sound with no protruding, or sharp edges.
  23. Both front doors must be operational from inside and outside.
  24. No profanity or vulgarities may be displayed on race cars.
  25. All cars must have a muffler as part of their exhaust system. Mufflers are required at all times during races.
  26. All cars will be required to have a drip pan in the pit area.





27. Tires must be completely covered by fenders or flares when viewed from above. If flares are added, they must be made of the same material and thickness of the surrounding fender.

**C. 4WD/AWD Category**

1. Classifications

- a. Class GTX (4WD/AWD WITH Forced Induction) - Unlimited engine, transmission, chassis. Must have full fender body. Roll cage is mandatory. Wings and spoilers are allowed but cannot extend beyond the perimeter of the car.
- b. Class SGX (4WD/AWD WITHOUT Forced Induction) - Unlimited engine, transmission, chassis. Must have full fender body. Roll cage is mandatory. Wings and spoilers are allowed but cannot extend beyond the perimeter of the car.
- c. Class SS4 (4WD/AWD with Street Studded Tires) – Cars in SS4 will need to follow the specifications of SGT cars except the number of drive wheels. See Section XI.D.3.
- d. Class SGX cars can compete in the GTX class if they choose to do so.

2. Specifications

- a. Four-wheel hydraulic operated brakes must be operational.
- b. No protruding, or sharp objects. Bumpers in the modified classes shall not be wider than the car with no sharp edges. Bumper ends should be rounded, capped or turned such that they cannot get caught on another competitor's car.
- c. Reinforcement – The reinforcement of sheet metal, bulkheads, bumpers or any part of the vehicle is NOT allowed. EXCEPT the rear bumper, reinforcement to the rear bumper is allowed but not mandatory for the specific purpose of being used by on track services to push car. Any reinforcement identified by IIRA Tech Inspectors as being installed for “offensive use” shall be designated as illegal and must be removed prior to competition. Reinforcement of areas for safety or equipment protection is allowed, (Intercooler protection, Oil Cooler, Radiator, etc.) but will not measure more than 2” in any direction past the equipment protected, must not be “sharp”, able to hook, or catch on competitor vehicles (Closed ended tubing preferred).
- d. All batteries contained in driver's compartment must be completely enclosed.
- e. All cars must have a substantial firewall between the engine and driver.
- f. A suitable bulkhead must be used between the driver and fuel tank, except when a metal contained fuel cell is used. All fuel tanks/cells must be vented to the outside of the vehicle. Fuel lines inside driver compartment must be metal covered, and any refueling of a fuel cell equipped car (i.e. during Endurance Race) must be done with no one in the car unless equipped with a properly installed external filler with breakaway and check ball.

**D. 2WD Category**

1. General

Cars of which 500 or more of that make and model were produced and available to the public in the U.S. as street-legal, production cars. Strictly stock, as delivered, with no modifications allowed unless they are listed below.



## 2. Classifications

- a. Class SGT – (2WD Stock) NON Forced Induction.
- b. Class GTO - (2WD Unlimited) - Suitable clear, plastic material may be substituted for all windows. Trunk lids, fenders, grills and hoods only may be of substitute material, but must be otherwise stock appearing. Floor may be modified for engine or trans. clearance, safety equipment or exhaust system clearance only. Wheel openings may be cut out only as required for tire clearance. Alternatively, fenders may be flared, but the original style wheel opening must be maintained. Spoilers and rear wings are allowed but cannot protrude beyond the perimeter of the car or be higher than the car's roof. Engine block must be stock appearing and available for that manufacture. No nitrous oxide (NO2) allowed.
- c. Class SS2 – (2WD Stock with Street Studded Tires) Vehicles will need to follow specifications for SGT Cars. See Section XI.D.3
- d. Any car in the above classes may choose to enter their car into a different class if they choose to do so. SS2 can move up to SS4. SGT can move to GTO, SGX or GTX. GTO can move to SGX or GTX.

## 3. Specifications for SGT Cars:

- a. Exhaust is free and must exit behind the driver. System must be safely secured along the entire length.
- b. Any D.O.T. wheels allowed.
- c. All SCCA IT modifications allowed.
- d. Driver's seat is free. Passenger seat must be stock or the same as the driver's seat.
- e. Rear seat may be removed. Loose items such as spare tire, jack, and spare tire cover must be removed for safety reasons.
- f. Steering wheel is free.
- g. Air intake to air cleaner may be re-routed within the engine compartment.
- h. An oil cooler and/or remote oil filter is allowed.
- i. Accessory gauges are allowed.
- j. Each competitor is required to have available a technical manual containing the specs for their car.
- k. If fuel cell is used, refer to 2e. under Modified.
- l. Wheel studs may be installed. Any wheel stud may not protrude past edge of rim.
- m. Wheel diameter is open so long as wheels are D.O.T. approved. Different size brake components, such as calipers and/or rotors, may be used to fit 13, 14 or 15 inch diameter wheels.
- n. Suspension is free but no modifications to suspension pick up points are allowed.
- o. Air deflectors allowed for rear visibility.
- p. All passive restraints must be disarmed, i.e. auto seat belts and air bags. **(N/A to HPIDS, airbag disarming is optional)**
- q. Carpet and headliner may be removed.



- r. Headers will be allowed.
- s. Stock classes must run stock appearing bumpers.
- t. Reinforcement – The reinforcement of sheet metal, bulkheads, bumpers or any part of the vehicle is NOT allowed. EXCEPT the rear bumper, reinforcement to the rear bumper is allowed but not mandatory for the specific purpose of being used by on track services to push car. Any reinforcement identified by IIRA Tech Inspectors as being installed for “offensive use” shall be designated as illegal and must be removed prior to competition. Reinforcement of areas for safety or equipment protection is allowed, (Intercooler protection, Oil Cooler, Radiator, etc.) but will not measure more than 2” in any direction past the equipment protected, must not be “sharp”, able to hook, or catch on competitor vehicles (Closed ended tubing preferred).

#### **4. Specifications for GTO Cars:**

- a. Four-wheel hydraulic operated brakes must be operational.
- b. No protruding, or sharp objects. Bumpers in the modified classes shall not be wider than the car with no sharp edges. Bumper ends should be rounded, capped or turned such that they cannot get caught on another competitor's car.
- c. Reinforcement – The reinforcement of sheet metal, bulkheads, bumpers or any part of the vehicle is NOT allowed. EXCEPT the rear bumper, reinforcement to the rear bumper is allowed but not mandatory for the specific purpose of being used by on track services to push car. Any reinforcement identified by IIRA Tech Inspectors as being installed for “offensive use” shall be designated as illegal and must be removed prior to competition. Reinforcement of areas for safety or equipment protection is allowed, (Intercooler protection, Oil Cooler, Radiator, etc.) but will not measure more than 2” in any direction past the equipment protected, must not be “sharp”, able to hook, or catch on competitor vehicles (Closed ended tubing preferred).
- d. All batteries contained in driver's compartment must be completely enclosed.
- e. All cars must have a substantial firewall between the engine and driver.
- f. A suitable bulkhead must be used between the driver and fuel tank, except when a metal contained fuel cell is used. All fuel tanks/cells must be vented to the outside of the vehicle. Fuel lines inside driver compartment must be metal covered, and any refueling of a fuel cell equipped car (i.e. during Endurance Race) must be done with no one in the car unless equipped with a properly installed external filler with breakaway and check ball.

**ANY MODIFICATIONS THAT VIOLATE FEDERAL REGULATIONS AFFECTING POLLUTION CONTROLS WILL MAKE YOUR VEHICLE ILLEGAL FOR STREET USE!**

#### **E. High Performance Ice Driving Series (HPIDS):**

There are two (3) Specific classes to HPIDS, They are designed for **vehicles** participating only in HPIDS. Cars that are cross competing in both IIRA Ice Races (Classes: SS2, SS4,



SGT, GTO, SGX, or GTX) and HPIDS must abide by the rules set forth to their specific classes.

**HPIDS Classes are as follows:**

**1. Class 2WS (2-wheel Drive Street)**

- a. Drive-trains and all support systems must be OEM.
- b. Bodies cannot be modified in any way.
- c. 3,500 lbs maximum / 1,700 lbs minimum (as-raced)
- d. Reinforcement – The reinforcement of sheet metal, bulkheads, bumpers or any part of the vehicle is NOT allowed. EXCEPT the rear bumper, reinforcement to the rear bumper is allowed but not mandatory for the specific purpose of being used by on track services to push car. Any reinforcement identified by IIRA Tech Inspectors as being installed for “offensive use” shall be designated as illegal and must be removed prior to competition. Reinforcement of areas for safety or equipment protection is allowed, (Intercooler protection, Oil Cooler, Radiator, etc.) but will not measure more than 2” in any direction past the equipment protected, must not be “sharp”, able to hook, or catch on competitor vehicles (Closed ended tubing preferred).
- e. Interior trim may be removed, beyond removing trim, no lightening of the vehicle is allowed.

**2. Class 4WS (4-wheel Drive Street)**

- a. Drive-trains and all support systems must be OEM.
- b. Bodies cannot be modified in any way.
- c. 3,500 lbs maximum / 1,700 lbs minimum (as-raced)
- d. Reinforcement – The reinforcement of sheet metal, bulkheads, bumpers or any part of the vehicle is NOT allowed. EXCEPT the rear bumper, reinforcement to the rear bumper is allowed but not mandatory for the specific purpose of being used by on track services to push car. Any reinforcement identified by IIRA Tech Inspectors as being installed for “offensive use” shall be designated as illegal and must be removed prior to competition. Reinforcement of areas for safety or equipment protection is allowed, (Intercooler protection, Oil Cooler, Radiator, etc.) but will not measure more than 2” in any direction past the equipment protected, must not be “sharp”, able to hook, or catch on competitor vehicles (Closed ended tubing preferred).
- e. Interior trim may be removed, beyond removing trim, no lightening of the vehicle is allowed.

**3. Side By Sides/UTV (SBS)**

- a. Drive-Trains and all support systems must be OEM.
- b. Bodies can be modified for safety purposes only.
- c. Reinforcement – The reinforcement of sheet metal, bulkheads, bumpers or any part of the vehicle is NOT allowed. EXCEPT the rear bumper, reinforcement to the rear bumper is allowed but not mandatory for the specific purpose of being



used by on track services to push car. Any reinforcement identified by IIRA Tech Inspectors as being installed for “offensive use” shall be designated as illegal and must be removed prior to competition. Reinforcement of areas for safety or equipment protection is allowed, (Intercooler protection, Oil Cooler, Radiator, etc.) but will not measure more than 2” in any direction past the equipment protected, must not be “sharp”, able to hook, or catch on competitor vehicles (Closed ended tubing preferred).

- d. Fire extinguishers are mandatory in all cars. Extinguishers must be secured with a metal bracket and accessible to driver while seated in the driving position. Minimum size is 2-1/4 dry chemical (10BC rating) or equivalent. The extinguisher must have a gauge or current (6 month) test tag.
- e. All cars must be equipped with a minimum four point occupant restraint system consisting of two lap and two shoulder belts. The belts must be free of signs of wear, cuts or abrasion. (5-Point Harness is Highly recommended for Side By Sides)
- f. Full Doors must be installed on vehicle.
- g. All cars are required to have protective webbing located over driver’s window or safety belt attached arm restraints. Nets must not be attached to the door.
- h. Protective covering over the roof is required. Either a plastic or metal solid roof or netting.

#### **4. Street Tire Specifications (HPIDS Tire Option #1)**

- d. All tires must be DOT or TC (Canada) approved.
- e. All tires must be commercially available, as found at Tire Rack, Canadian Tire, America’s Tire or comparable retail outlets.
- f. Both 2WD and 4WD cars may have tire studs.
  - 6. Maximum number of studs allowed is thirty (30) per linear foot of tread.
  - 7. Studded tires must use only automotive studs with center carbide (#12 - #17), using only factory stud holes (no Maxi-Trac studs.)
  - 8. Studs may not protrude more than 1/16 inch, and will be measured at Tech.
  - 9. Stud length is limited to 17 mm.
  - 10. Tires must be unmodified from how they were manufactured. No non-factory grooving or siping is allowed.

#### **4. Spec Stud Tire Specifications (HPIDS Tire Option #2):**

D.O.T. approved tires, (Lindorfer style studs not allowed on drive wheels) or Cam Am molded ice race tires and Lender style blank caps that are hand grooved and other pre-approved ice tire designs are permitted. All tires must have a tread pattern surface area greater than 28 sq. in. /lineal ft. of tread. Any new design is welcome, but must be approved for use by the IIRA Board of Directors. Any tire must be (or have been) available to all competitors. Tire brand must be same as series tire sponsor or must be buffed off tire completely. There can be no more



than 30 studs/lineal foot of tire. Studs must no protrude more than 3/16 inches. Studs must only protrude in the tread area of the tire and not in the sidewall.

## **X. OFFICIALS**

### **A. Marshals**

Appointed, trained marshals shall be responsible for Timing/Scoring, Flagging/Communications and Driver Registration. Timing/Scoring officials shall be in charge of timing of qualifying sessions and scoring the races, and of preparation and coordinating distribution of grid sheets and official results. Marshals will be positioned around the track during practice and the race. They will be equipped with the proper colored flags, paddles or lights and must be familiar with flagging procedures.

### **B. Corner Workers**

In addition to the track marshals there will be additional corner workers positioned on the track to help with flagging for safety. They will be equipped with two (2) flags. A yellow flag and a blue flag. Corner workers will either be volunteers for the duration of the weekend or they will come from the race teams. Each team will be required to supply one (1) person to help with flagging corners, they will have to write down their name and have the supplied worker sign a waiver at registration. In the event that a race team does not have a volunteer available the driver or codriver will be required to work the track on opposing races (ex. Ice Racers will be required to work during HPIDS race and vice versa, If a one man operation is racing in both series', they will still be required to work at least one race event.) Corner workers will work on a rotational basis, not to exceed one (1) hour on track, unless they request to stay. In the event that there are not enough corner workers for any given race, racing will not start until the positions are filled.

### **C. IIRA Officials**

A Chief Steward and Chief Technical Inspector shall be appointed annually by the Board of Directors. These appointed officials are required to uphold and enforce all IIRA rules and regulations.

### **D. Duties of Chiefs**

Specific duties and authority of the series chiefs are as follows:

#### **1. Series Chief Steward**

- a. The series Chief Steward (CS) shall be in full charge of the operation of all activity at the track for the entire duration of the event. The CS has authority over the Race Chairman and other local club representatives regarding schedule changes, course changes, communication procedures, flagging and marshalling procedures, etc. and has the responsibility to coordinate with the club Race Chairman. The CS has authority to assess penalties against entrants or drivers for rule infractions or unsafe conduct. Prior warnings should be used in all but extreme situations. Penalties should be well thought out, reasonable and consistent depending upon the seriousness of infraction. Penalties for rule



infractions during the race may be assessed in the form of lap or multiple lap penalties during or after the race. The black flag shall be used as a control measure to maintain a safe race. A furled black flag may be used as a warning not to commit the violation again. Should the competitor commit the same violation after receiving the furled black flag, the CS shall order a full black flag for that driver to insure the safety of all concerned.

- b. The Chief Steward has authority over the Chief Technical Inspector regarding the operation of technical inspection, but does not have authority to over-rule the Chief Technical Inspector's action regarding passing or failing a car at technical inspection or classification of a car.
- c. The Chief Steward has authority over the operation of Timing/Scoring, but does not have the authority to modify grid positions or race results except for instances when an assessed penalty results in a change in grid or finishing position.

## 2. Series Chief Technical Inspector

- a. The series Chief Technical Inspector (CTI) shall be in charge of operating a detailed safety and legality inspection (technical inspection) of all cars entered in an event. The CTI has the authority over the operating club's Technical Inspectors and has the responsibility to coordinate with the operating clubs' Technical Inspectors. The CTI shall issue and affix a visible sticker to cars passing technical inspection before they are allowed on the track. A car may be passed by the CTI for one event only, pending satisfactory correction of item(s) failing inspection. The CTI may re-classify a car into its correct class per these rules.
- b. The CTI must also re-inspect all vehicles involved in rollovers and serious track accidents before they are allowed back out on the track.
- c. The CTI is in charge of making spot checks of all technical items (including studs and tires) and may rescind and remove tech stickers for violations. He/she is in charge of operating pre-race stud check, post qualifying/post-race impound, protest inspections and other technical duties assigned by the Chief Steward.

## D. Responsibilities

The Chief Technical Inspector shall be responsible to the Chief Steward and to the IIRA Board of Directors.

## E. Assistant Chiefs

The Chief Steward and Chief Technical Inspector may also appoint an Assistant Chief. The duties of each Assistant Chief of Specialty shall be to:

1. Assist the related Series Chief of Specialty.
2. Act as Chief of Specialty at each race from which the related Chief of Specialty is absent.

F. The IIRA Board, at their discretion, may choose to define additional officials as needed.

## XI. PROTESTS

### A. Right to Protest



The right to protest shall be limited to drivers and entrants in that event. Protests on classifications must be lodged by an entrant in the same class.

**B. Technical Protests**

Technical protests, including classification of cars, will be directed to the Chief Steward in writing no later than one-half hour after the checkered flag and must be accompanied by a \$25 (U.S. funds) protest filing fee to be put into the IIRA treasury, not refundable. If, while checking out a technical protest, a "different" illegal modification is found, the car will be declared illegal and a penalty assessed.

1. Protests submitted after the close of Saturday qualifying may be held for resolution the following day and protests submitted more than 30 minutes after the conclusion of the last race may be held for resolution the following weekend, at the discretion of the Chief Steward.
2. Protests must be well-founded and must not be "class action" protests against more than two (2) entrants. The Chief Steward may refuse to accept protests judged to be not well-founded and the Technical Protest Committee may refuse to hear technical protests they judge not well-founded.

**B. Timing/Scoring Protests**

Timing and Scoring protests will be directed to the Timing/Scoring marshal(s) in writing within 30 minutes of the posting of the provisional results. Timing protests do not require a protest fee. The Timing/Scoring marshal(s) will resolve all timing and scoring protests.

**C. Technical Protest Committee**

The Rules Chair (or Acting Chair) plus the Chief Steward and Chief Technical Inspector will act as a Technical Protest Committee to resolve all equipment and classification protests. A local club member may be appointed by the Chief Steward as a replacement to serve on the Technical Protest Committee if the Rules Chair (or Acting Chair) is involved in the protest or is an entrant in the class being protested. Minutes of all technical protest meetings must be taken, saved and logged along with the names of members present and a copy of the protest. Rulings or decisions and optional explanation must be posted with race results. Technical Protest Committee rulings or decisions are final and may not be appealed and may not be reconsidered at subsequent races.

**D. Drivers' Conduct**

Protests concerning conduct of drivers will normally be decided by the Chief Steward. If the protest requests revocation or suspension of license, however, it must be referred to the IIRA Board. The Chief Steward may bar a driver from further participation in the current race, but only the Board of Directors may revoke or suspend a license.

**E. Chiefs' Conduct**

Protests concerning the conduct and competence of the Chief Steward or Chief Technical Inspector may be heard by the Board of Directors, but only at regularly scheduled meetings after the last race of the season. Action on such a protest may not include modification of any race results.

**F. Timing/Scoring Appeals**





There shall be no appeal of protest decisions on Timing/Scoring protests or technical protests.

**G. Ad Hoc Meetings**

Ad Hoc meetings convened to discuss or modify protest decisions shall have no authority to change rule interpretations. Any motions, decisions, etc. are advisory only and not binding on race officials at the race event or subsequent events.

**XII. APPEALS COMMITTEE**

**A. Appeals**

In the event of a penalty assessed after the checkered flag of a race or qualifying session, not resulting from a protest decided by another committee, the driver or co-driver receiving the penalty may request to appeal the penalty to the Appeals Committee. Requests for appeal must be made to the Chief assessing the penalty. The request may be denied if:

1. More than 1/2 hour has passed since the penalty was assessed.
2. The request is not in writing. If a verbal request is denied, the request may be submitted again in writing.
3. The Chief assessing the penalty deems the appeal unwarranted and unfounded.

**B. Appeals Committee**

The Appeals Committee shall consist of three drivers who were not involved with the penalty appointed by the Chief Steward.

1. The Committee will:
  - a. Hear the appeal.
  - b. Use any means at hand to gather information, i.e. video tapes.
  - c. The appeal board will rule and communicate the ruling via phone call by the end of the Thursday prior to the next scheduled IIRA race.
  - d. Give explanation of the decision.
2. The Committee must do one of the following:
  - a. Assess a higher penalty.
  - b. Assess a lesser penalty.
  - c. Overturn the penalty.
  - d. Dismiss the appeal.

The decision of the Appeals Committee is final and may not be appealed.

**XIII LIABILITY**

**A. Liability**

Every race car owner, driver, crew member or other person being allowed to participate in an IIRA event, agrees to be bound by these IIRA rules and in recognition of the hazardous nature of automobile racing assumes all of the risk by reason of their participation or association with automobile racing and does for themselves, their heirs, executors, administrators, successors or assigns, release and discharge the International Ice Racing Association and its respective officers, officials, agents, employees, successors



and assigns for any and all liabilities for personal injuries that may be received, and from all claims for damages for injury to person or property growing out of or resulting from any race, races or any other competition whatsoever including qualifications, practice runs, and/or exhibitions or other appearances whether contemplated or held under these rules or caused by any construction or condition of any tracks, equipment, race cars or other devices used therefore, or by reason of any alleged cause or condition of any nature whatsoever.

2013 Scoring Chart (Working to Rebuild this)

**BY-LAWS  
OF THE INTERNATIONAL ICE RACING ASSOCIATION, INC.  
A CORPORATION DULY ORGANIZED UNDER THE LAWS OF THE STATE OF MINNESOTA**

**ARTICLE I NAME**

Section 1. The name of this corporation shall be the International Ice Racing Association, Inc.  
Section 2. This Organization shall be governed by the Minnesota Non-Profit Corporation Act, Minnesota Ch. 317A, except to the extent that these By-Laws modify or change a provision of the Act.



## **ARTICLE II PURPOSE**

The purpose of the organization shall be the promotion of winter motor sports.

## **ARTICLE III OFFICERS**

The Officers of this corporation shall be the following who shall be elected annually by the members.

### **Section 1. President**

This person shall be a current member of the organization. The President shall conduct all meetings, shall be an ex-officio committee member of all committees and shall otherwise have the general powers and duties of supervision and management usually vested in the office of President of a corporation. In addition, the President shall coordinate the times, dates and places and notices for all meetings, shall sign all legal documents and shall coordinate the relationship between the IIRA and sanctioned clubs.

### **Section 2. Vice-President**

This person shall be a member of the IIRA and shall, in the absence or disability of the President, perform the duties and exercise the power of the President and shall perform such other duties as the Board of Directors shall prescribe. The Vice-President shall be elected by the membership annually.

### **Section 3. Secretary/Treasurer**

This person shall be a member of the IIRA and shall be elected by the membership annually. The Secretary/Treasurer shall be responsible to record all votes and minutes of all meetings of members, committees, and Board of Directors and shall also report to the Board of Directors at its regular meetings on the financial condition of the corporation. In addition, the Secretary/Treasurer shall have all the duties and obligations normally associated with this office in a corporation including custody and responsibility for all income and disbursements.

### **Section 4. Rules Chairperson**

This person shall be a member of the IIRA and shall be elected by the membership annually. The Rules Chairperson's duties shall include the preparation and interpretation of the rules of competition for the current ice racing season. The Rules Chairperson can make changes to the rules of competition with the approval of the IIRA Board of Directors.

### **Section 5. Vacancies**

If any of the above offices becomes vacant for any reason, the Directors then in office may choose a successor who shall hold office for the unexpired term of the office.

## **ARTICLE IV GENERAL**

### **Section 1. Composition**

The voting members of the Board of Directors shall be Vice-President, Secretary/Treasurer, Rules Chairperson, Chief Steward, Chief Technical Inspector and the club representative of each sanctioned club. There shall be one voice per person and no duplication because of dual membership status. The President shall vote only to break a tie.

### **Section 2. Duties of Directors**

The property and business of this corporation shall be managed by its Board of Directors, which shall not be less than three (3) in number.



### **Section 3. Meetings and Notice**

The Board of Directors shall meet at times and places as designated by the President in a written notice two weeks before said meetings. There shall be a minimum of two meetings each calendar year, one in the spring of the year, one in the fall of the year. Regular and special meetings of the Board of Directors may be held with 12 hours written notice (which notice may be waived by a 2/3 majority of voting board members). Said notice shall state the purpose of said meeting. Any officer of the Corporation who has three consecutive unexcused absences from official Board of Directors meetings will be considered to have resigned his or her position with the Board.

### **Section 4. Voting**

A quorum to conduct business at a regular meeting of the Board of Directors shall be one more than one half of the voting members. Passage of a motion on the floor at a regular meeting shall require a simple majority of the voting members present.

### **Section 5. Sanctions**

In addition to its regular duties, the Board of Directors shall determine which organizations shall enjoy sanctioning by the IIRA.

## **ARTICLE V COMMITTEES**

### **Section 1. Special Committees**

These may be formed by the Board of Directors for the time and purposes deemed necessary.

### **Section 2. Standing Committee**

A Nominating Committee shall consist of three members appointed annually by the President. The duties of the committee are to provide a ballot for voting by the membership, conduct the election, tabulate the votes and certify the election results to the general membership.

### **Section 3. Committee Chairpersons**

The chairperson of any committee shall be elected by the members of that committee.

## **ARTICLE VI MEMBERSHIP MEETINGS**

### **Section 1. Place**

All meetings of the members shall be held at such place as designated by the Board of Directors.

### **Section 2. Time**

There shall be at least one annual meeting open to all members each calendar year. There may be other meetings of the members, at the call of the Board of Directors. The Board of Directors shall call a membership meeting at any time when demanded by 45% of the members in writing.

### **Section 3. Notice**

Thirty days before the annual meeting of the membership and whenever possible before other membership meetings, the Board of Directors shall cause to be delivered to each member a notice stating the time and place of said meeting and where applicable said notice shall include the purpose of said meeting.

### **Section 4. Quorum**



Unless otherwise stated, all motions shall be approved by a majority of those voting on the issue.

### **Section 5. Special Meetings**

Business transacted at all special meetings shall be confined to the purposes stated in the notice.

### **ARTICLE VII FISCAL YEAR**

The fiscal year shall begin the first day of October of each year.

### **ARTICLE VIII AMENDMENTS TO BY-LAWS**

These By-Laws may be amended or altered by the vote of two-thirds of the Board of Directors at any meeting, provided that notice of such proposed amendments shall have been given in the notice given to the Directors of such meeting. Such authority in the Board of Directors is subject to the powers of the members to change or repeal such By-Laws by a majority vote of the members present at any annual meeting or at any special meeting called for that purpose and the Board of Directors shall not make or alter any by-law fixing their number, qualification or term of office. By-Laws may also be amended in the following manner. Forty-five percent of the members may present a petition to the Board of Directors, stating the by-law to be amended and the amendment thereto, the Board of Directors shall then prepare a notice to all members of record, advising of the proposed change and setting a date for a special meeting of the membership to consider said change, said notice shall be sent out sixty days prior to said meeting date. At said meeting, said amendment or change shall be considered and voted upon and shall require a total of two-thirds of the members present and voting thereon to carry.

### **FIRST AMENDMENT**

The Board of Directors by unanimous vote on October 14th, 1988 mandated that all officers of the corporation be elected annually, including the office of President and Vice-President. The provisions in Article III whereby the Vice-President ascended to office of President were eliminated.