

# CNYIRA 2008 Regulations

## **1 COMPETITOR REQUIREMENTS:**

**1.1 License Procedure** - Completed membership and driver information sheet. Signed and witnessed the CNYIRA Master Waiver. Paid CNYIRA membership dues (**\$30.00** per person or (**\$35.00**) per family, per car campaigned. Race Worker only, membership free.

**1.2 Waivers** - All participants and spectators must sign the waiver. The entrant and/or driver will be held responsible for their pit crew and may be disqualified if any of the rules are broken. No guarantee of the safety and condition is given or implied in any way whatsoever by the **CNYIRA**, any lodge or adjacent property owner, any winter carnival, any sponsor, or any official of the above connected with the event. Drivers, pit crews, workers, and other persons remain on the ice entirely at their own risk.

**1.3 Driver Eligibility** - All competing drivers must:

**1.3.1** Present a valid drivers license.

**1.3.2** Be a member of **CNYIRA**

**1.3.3** Pay a separate \$40.00 entry fee for each class entered, per weekend, \$20.00 for open classes.

**1.3.4** All drivers must pay a \$10.00 plow fee per weekend regardless of weather conditions.

**1.3.5** New members, (first time joining CNYIRA) are granted half price race fees for their first race weekend. Regular plow fee will still apply.

**1.4 Passengers allowed** - At discretion of "Novice Chief" only.

**1.4.1** For instructing purposes only

**1.4.2** During practice sessions.

**1.4.3** During "open" races.

**1.4.4** Not allowed during class race.

**1.5 Helmets** -

**1.5.1** Drivers must wear a helmet with a Snell 95M rating or better.

**1.5.2** A helmet in poor condition may be rejected by the organizers if it is deemed in substandard condition.

**1.5.3** A Snell 2000 rating or newer is highly recommended.

## **2 VEHICLE TECH AND SAFETY REQUIREMENTS:**

**2.1 Entry** - Is restricted to two-wheel-drive, four wheel drive, or all wheel drive subcompact cars conforming to the following specifications:

**2.1.1** Engine displacement not more than 220 C.I.D. (3.6 liter).

**2.1.2** Maximum registered curb weights:

Class A: 2900 lbs maximum, 1000 lbs minimum.

Classes B, C, D, E: 2900 lbs maximum.

2WD Street Tire: 3200 lbs maximum.

4WD Street Tire: 3500 lbs maximum.

**2.1.3** Engine size not more than six (6) cylinders.

**2.1.4** Wheelbase not to exceed 110 inches.

**2.1.5** Width not to exceed 72 inches.

**2.2 Modifications** - of the sheet metal of the car will result in the car being classed as modified. This excludes the cutting or flaring of fenders on Class C, D, and E cars. Exterior trim may be removed. Cooling and exhaust modifications will be permitted.

**2.3 Interior Upholstery** - Trim and seat removal will be permitted in class C, D, and E cars, except that the drivers door trim panel must be retained. The interior of the drivers' door must have no sharp edges.

**2.4 Glass** - Windshields are required, other glass may be removed and substituted with Plexiglas on class C, D, & E.

**2.5 Reinforcement** - Of sheet metal is allowed only for the protection of crucial equipment and is up to the discretion of the Tech. Inspector.

**2.6 Bumpers** - If bumpers or part of bumpers are removed, their supporting

brackets must be removed to leave NO SHARP EDGES. Stock bumpers may be reinforced. Custom bumpers must have no sharp edges or protrusions, and may not wrap around the car further than the original bumpers. Bumpers are fitted to protect your car and not attached as offensive weapons. The intent of this rule will be strictly enforced by the Board.

**2.7 Fuel Tank** - Will not be permitted in the passenger or engine compartment. There must be a firmly mounted partition between the fuel tank and the passenger compartment. All fuel tanks must be considered to be in a safe position and firmly mounted.

**2.8 Battery** - Must be firmly mounted. All batteries mounted in the passenger compartment must be covered to prevent spillage for an emergency.

**2.9 Lights** -

**Classes A through E:** Brake light & Yellow Fog light - are required, must operate, and must be plainly visible at the rear. Other lights may be removed or taped. If removed, must be covered with solid durable material. A single, forward facing, clear fog light is required for Class "A" cars, and recommended on all Class B, C, D and E cars.

**Street Tire Class:** Functional rear running/brake lights are required. A rear-facing yellow fog light is extremely recommended.

**2.10 Doors** - That hinge at the rear must be fitted with a safety chain or cable, which prevents the door from opening more than six (6) inches. This cable or chain must be readily removable in an emergency.

**2.11 Fire Extinguisher** - Must be a fully charged, dry chemical 2.5BC or equivalent as a minimum. The extinguisher must be securely mounted to the car by a metal bracket, within reach of the driver, and easily accessible. A 5BC or larger extinguisher is recommended.

**2.12 Full Body** - Is required on all cars (roof, windshield, and enclosed wheels) except for Class A. Home built cars must have a roll cage and be approved by the Board of Directors.

**2.13 Fuel** - Must be pump gas.

**2.14 Additives** - To the fuel are not permitted except those that the sole purpose is recognized as gas line antifreeze, engine lubricant, or octane booster.

**2.15 Limited Slip Differentials** - Limited slip must allow for a minimum of 360 degrees travel of one of the drive wheels while the other remains motionless. Limited slip will affect class for FWD cars (6.5.2).

**2.16 Ballast** - is not permitted, except in Class A cars, and must be firmly mounted.

**2.17 Seat Belts** -

**2.17.1** A minimum of a three-point harness (lap belt plus a single diagonal shoulder strap) is required and must be securely mounted. **A competition harness is strongly recommended.**

**2.17.2** Minimum width of the belt is two (2) inches.

**2.17.3 Use of the required safety harness is mandatory, always.**

**2.17.4** Vehicles competing in classes requiring cages per 2.18.2 require a competition harness, minimum of a lap belt and a double shoulder harness. **Four (4) or more points of mounting are strongly recommended. Anti-submarine straps are also strongly recommended.**

**2.18 Roll Cages** -

**2.18.1 All vehicles competing in classes A, B, C, D, and E must be equipped with roll cages per 2.18.2.**

**2.18.2** Roll cages must be a minimum of 1.5 inch O.D. and 0.090 inch wall thickness mild steel seamless tubing or ERW 1.25 inch ID schedule 40 pipe. Roll cages may be of welded or bolted construction and be braced to prevent collapse. Gussets at tubing connections are highly recommended. Roll cages must consist of at least a one piece main hoop behind the driver, with two braces from the main hoop to the rear structure, forward braces from the main hoop to the floor along the A-pillars with a brace connecting them across the top of the windshield, and at least one driver's side impact bar from the main hoop to the front down tube. Alternately, a front "halo"-style hoop may be attached to the main hoop, with down tubes attached to the halo at the tops of the A-pillars. Additional bracing is allowed, similar to SCCA PRO Rally or GT class-legal cages. A minimum of six attachment points is required, and there is no maximum limitation on the number of attachment points.

**2.18.3** All roll cages must be approved by the Chief Technical Inspector before competition.

**2.19 Competition Numbers** -

**2.19.1** To reserve a competition number for the current year, write or call the Secretary.

**2.19.2** You must be a paid Member to reserve a number.

**2.19.3** Number size shall be 1.5 to 2 inch stroke and 10 inches in height. Class designation shall be half the size of the number. Numbers and class must be displayed on sides, front, and rear of the car and must be plainly visible to the workers. Numbers must be legible and clear. Cross outs are not allowed, non-used numbers must be covered or removed.

## **2.20 Tire Specifications -**

**2.20.1** Street Tire Specifications - Tire studs must be commercially available street type, non-racing studs available to all competitors. Maximum number of studs allowed is thirty (30) per linear foot of tread. Stud length is limited to 17 mm. Keep in mind that excessive stud projection will cause premature loss of the stud.

**2.20.2** Screw Tire Specifications - #12 sheet metal screws may used. They must be driven through the tire from the inside and project no more than 3/16". Over length screws must be ground to the proper length. The number of screws is limited to eighteen (18) per linear foot of tread.

**2.20.3** Competition tires, with "straight" studs only, from MENARD, Inc. (715-876-2560 from 7 AM to 9 PM CST) are allowed.

**2.20.4** 1/4" Bolted Tire Specifications - 1/4"-20 slotted washer-head bolts may be used. The bolts must be driven through the tire from the outside, using the bolt head for traction. A single flat washer is allowed under the bolt head if desired. Exterior washers are to be no larger than one inch in diameter, and no thicker than 0.125 inch. Methods employed inside the tire are open. The number of 1/4" bolts is limited to twelve (12) per linear foot.

**2.20.5** #10 Bolted Tire Specifications - #10 slotted washer-head machine screws may be used. The machine screws must be driven through the tire from the outside, using the screw head for traction.. Methods employed inside the tire are open. The number of screws is limited to thirty (30) per linear foot.

**2.21 Carburetor Replacements** - Any replacement carburetor must have the same throttle area size as the original stock carburetor to qualify as "Stock".

**2.22 Mufflers** - All racecars must be equipped with a muffler.

**2.23 Spill Pillows** are required to pass TECH for all classes

### **3 COURSES:**

**3.1 Track** - Will be defined on a frozen surface in a road course format with both right and left hand turns. The course will be defined by snow banks, pylons, or other markers. The track will be at least 0.5 miles in length and oriented in such a manner that restricts speeds.

### **4 FLAGGING:**

THE SAFETY OF MANY PEOPLE MAY DEPEND UPON INSTANT OBEDIENCE OF THE SIGNAL FLAGS. **COMPETITORS NOT OBEYING SIGNAL FLAGS WILL FACE DISCIPLINARY ACTION.**

#### **4.1 MEANING OF THE FLAGS** – (From SCCA's 1981 GCR)

**GREEN** - A race is under way the instant the green flag is waved. This flag is normally in the possession of the Chief Starter only and will not ordinarily be displayed at flag stations around the course. When displayed, the green flag means that the course is clear.

**YELLOW - MOTIONLESS** - Take care, danger, slow down. No passing from the flag until past the incident.

**YELLOW - WAVING** - Great danger, slow down, be prepared to stop. No passing from the flag until past the emergency.

**RED - Stop IMMEDIATELY.** Clear the track as well as circumstances permit to allow passage of emergency vehicles. The race has been stopped. Corner workers will tell you when to move.

**WHITE** - An ambulance, service vehicle, or slow moving race car (e.g. with mechanical trouble) is on the circuit. Take care.

**BLACK** - Complete the lap you are now on, then stop for consultation at your pit, or at the location designated by the Chief Steward or the supplementary regulations for the event.

**BLACK - FURLED** - You are driving in an unsafe or improper manner. If continued, you will be given a black flag.

**BLACK - WITH ORANGE BALL IN CENTER** - There is something mechanically wrong with your car. Proceed to your pit at reduced speed.

**BLUE** - Check your mirror, a faster car is attempting to pass. You must yield way to a faster car when a blue flag is displayed.

**CHECKERED** - You have finished the race or practice session.

## **5 RACE CONDUCT:**

**5.1 Grid Positions** - First round heats determined by timed runs at practice, subsequent starts are determined by previous finish. Late entries and cars that did not finish the previous race will start at the back of the grid. Course workers will get priority when choosing grid positions for their first race.

**5.2 Starting** - A standing start will be used for all races.

**5.3 Last Lap Sign** - The starter will show the last lap sign at the finish line, starting when the lead car starts into his last lap. The drivers will be informed of this signal at the drivers meeting.

**5.4 Finish** - The finish line will be designated by the Chief Steward.

**5.5 Finisher** - To be designated a finisher, a competitor must cross the finish line with the car under its own power, and have completed fifty percent (50%) of the laps completed by the first place finisher.

## **6 COMPETITION CLASSES:**

**6.1 Classes A and B** - Shall be considered modified classes.

**6.2 Classes C, D, E, and F** - Shall be considered stock classes. Any modification which does not meet the spirit of the rules as they apply to the stock classes shall result in the car being classed as modified.

**6.3 Deleted**

**6.4 Classes -**

**CLASS-A** - 2WD or 4WD scratch built or tube frame cars. Modified cars that are no longer recognizable as a stock car (as with cars using only the floor pan of the original car).

**CLASS-B** - All 2WD and 4WD heavily modified cars retaining the original shape, enough to be recognizable. Locked differentials, engine conversions, turbo or supercharging permitted. **See rule 2.18.**

**CLASS-C** - 2WD 1951 cc and up front wheel drive cars with stock replacement carburetor type, all stock turbo and supercharged cars,

Porsche 911 and similar type car.

**CLASS-D** - 2WD 1760 cc to 1950 cc front drive cars and 1800 cc and over split drive cars, 1600 cc and over rear engine cars. All with stock replacement carburetor type.

**CLASS-E** - 2WD up to 1759 cc front drive cars, and all SAAB 95, 96, & 97. Under 1800 cc split drive cars, and under 1600 cc rear engine cars. All American four cylinder split drive cars. All must have stock replacement carburetor type.

**2WD STREET TIRE** - All cars must meet all CNYIRA size, weight, displacement and safety rules. Roll cages are not required, and street-driven cars are encouraged. Cars prepared up to the limits allowed for classes C, D, and E are allowed to compete in the street tire class with tires and street studs as defined herein. Tires must be DOT approved. Studded tires must use only automotive studs with center carbide, using only factory stud holes (no Maxi-Trac studs.) Studs may not protrude more than 1/16 inch, and will be measured at Tech. Street Tire Class will be non-contact. Incidents will be reviewed, and penalties will be assessed. This class will race separately from the regular class race, and will have separate Feature and Open races, depending on circumstances.

**4WD STREET TIRE** - All cars must meet all CNYIRA size, weight, displacement and safety rules. Roll cages are not required, and street-driven cars are encouraged. Cars prepared up to the limits allowed for classes C, D, and E are allowed to compete in the street tire class. Tires must be DOT approved. Studded tires are NOT allowed. Street Tire Class will be non-contact. Incidents will be reviewed, and penalties will be assessed. This class will race separately from the regular class race, but will not have separate Feature and Open races, depending on circumstances.

**WOMEN'S** Class will only exist if 3 or more female drivers wish to enter the Women's class. Entrants in the Women's class will be scored separately, however women are welcome to enter any class they desire; the intent of this class is to stretch utilization of all cars entered. The Women's class will not have a separate run group but will accrue points toward the year-end awards regardless of the class in which they run.

**OPEN** - Any car already registered in a class allows another driver to compete in the same car. The entry fee will be half the regular fee. The intent of this class is to stretch utilization of all cars entered. No other class structure applies.

## **6.5 Attributes and Modifications Affecting Class:**

**6.5.1** All Class C, D, & E cars with other than stock replacement carburetor type will be moved up one class.

**6.5.2** All Class C, D, & E cars with locked differentials or FWD cars with limited slip will be moved up one class.

**6.5.3** All Class C, D, & E cars with both locked differentials and carburetor modifications will be placed in Class B.

**6.5.4** All 3 or 4 valve per cylinder engines will be classed at 1.25 times the cylinder displacement. All turbo/supercharged engines will be classed at 1.5 times the cylinder displacement. All 3 or 4 valve per cylinder turbo/supercharged engines will be classed at 1.95 times the cylinder displacement. All rotary engine cars will be classed at 1.5 times the chamber displacement. "Engine displacement" for the purposes of complying with the requirements of 2.1.1 shall be computed by this rule.

**6.5.4** Any car moved up to Class A or B must meet the safety standards of that class.

**6.5.5** All turbocharged or supercharged cars cannot exceed 2500 cc displacement.

**6.5.6** Exceptions to all above rules will be handled by the board of directors on a case-by-case basis.

## **7 SCORING:**

### **7.1 Class Races -**

**7.1.1** Purpose is to determine championship points within each class, as specified in the Points table below. Total accumulation of points will determine season Class Champions. You are competing for points against drivers in your class only.

**7.1.2** Season Class Champions - will be determined by total of accumulated points in class acquired throughout the season.

**7.1.3** Awards will be presented on a season basis.

### **7.2 Feature Race -**

**7.2.1** Purpose is to accumulate points for the Club Driving Championship. All qualifying cars in all classes will compete on a graded basis.

**7.2.2** Drivers are awarded Club Championship points as follows:  
Position points as specified in the Points table below.

**7.2.3** All cars finishing at least one lap in the Feature Race will be considered in determining points for the Club Driving Championship.

**7.2.4** Class points will also be awarded based on your finish in class in the Feature Race.

PLACE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
CLASS	25	15	12	10	8	6	4	3	2	1					
CLUB	75	60	50	40	30	20	15	12	10	8	6	4	3	2	1

**7.3 Tentative Race Schedule** - (Subject to change due to weather, participation or delays)

**Registration:** 8:00AM  
**Tech Inspection:** 8:30AM **Practice Sessions:** 9:30AM  
**Drivers' Meeting:** 9:55AM  
**First Race Starts:** Immediately following drivers' meeting.

Race groups will typically run in the following order:

A, B, C, D, E class race  
Street Tire class race  
Open race  
Street Tire Open race  
A, B, C, D, E class race  
Street Tire class race  
Open race  
Street Tire Open race  
A, B, C, D, E Finale  
Street Tire Finale

## **8 GENERAL:**

**8.1** Stewards of the event will be appointed by CNYIRA (Central New York Ice Racing Association Inc.)

**8.2** Race workers will accomplish their appointed tasks as close to

SCCA regulations as is deemed reasonable by the stewards of the event.

**8.3** The event may be canceled for reasons of safety or bad weather after consultation with stewards of the event, whereupon an explanation of such action will be given to all competitors.

**8.4.** Interpretation of these regulations shall be at the discretion of the Chief Steward and is not open for discussion.

**8.5** Competitors are required to provide their own waste disposal containers and spill pillows capable of collecting fluid droppings from their vehicles.

**8.5.1** Competitors are required to collect and remove any trash that may accumulate during the day. The competitor will be held responsible for any debris in his/her area.

**8.6** No snowmobiles, three wheelers, or other such recreation vehicles (except official) will be allowed in or around the paddock.

**8.7** In case of ties, the driver with the larger number of highest place finishes will be declared the winner.

**8.8** It is mandatory for all drivers to attend the drivers meeting.

**8.9** Cars must be presented to the Tech Inspector in a race ready condition, including numbers and class designation affixed as per the requirements in Paragraph 2.

**8.10** Any car involved in an incident must be re-approved by a Tech Inspector before resuming competition.

**8.11** Practice time and duration is at the discretion of the Chief Steward.

**8.12** Consumption of alcoholic beverages or non-prescription drugs by any participant is forbidden and will result in disqualification with no refunds.

**8.13** The driver is responsible for the conduct of his/her 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 club officers.

**8.14** Although contact between cars is discouraged for all classes and may result in penalty at the discretion of the Chief Steward and the three person arbitration committee. Any and all contact between Street Tire class cars will be subject to penalty. The car(s) determined to be at fault may be disqualified from racing at the discretion of the Chief Steward and the three-person arbitration committee.

## **9 INFORMATION:**

**9.1 General Information** -Ice Racing Hotline email [list@cnyira.com](mailto:list@cnyira.com)

## **10 CNYIRA BOARD OF DIRECTORS:**

### **President**

Timothy P. O'Brien (315) 727-1478 cell, [pres@cnyira.com](mailto:pres@cnyira.com)

### **Vice President**

Nick Julian, 315-963-7093 [weirdcar@hotmail.com](mailto:weirdcar@hotmail.com)

### **Treasurer**

Pete Deierlein, [pdeierlein@att.net](mailto:pdeierlein@att.net)

### **Secretary**

Adrienne Hughes [alhughes99@hotmail.com](mailto:alhughes99@hotmail.com)

### **At Large**

Al Adkins, 315-698-7650 W ext 310, 315-469-6278H [al@frigodesign.com](mailto:al@frigodesign.com)

### **Novice Chief**

Pete Deierlein

### **Chief of Tech**

Jef Franklin, 315-478-1103

### **Timing**

Jef Franklin, 315-478-1103

### **Tech Inspectors**

Jef Franklin and Kurt Thiel

### **Scoring**