



**CANADIAN AUTOMOBILE SPORT CLUBS
ONTARIO REGION**

2019

ICE RACE REGULATIONS



Regulations

2019 Ice Race Series

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The Rules and Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These Rules and Regulations shall govern the condition of all CASC Ontario regional championships series ("Race Ontario") events, and by participation in these events, all Participants are deemed to have complied with these rules and regulations.

No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of competition and in no way a guaranty against injury or death to Participants, spectators, or others.

Bold italicized text indicates significant changes or amendments.

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Any amendments after the publication of this document will be posted on the official CASC website and the corresponding Ice Race Forum.

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ATTACHMENTS

- Accommodation List
- Schedule and Daily Race Rotation
- Entry Form – Use as a master and photocopy



1.0 ORGANIZATION

The regulations contained herein cover the CASC-OR Ice Race Series and reflect the grass roots nature of ice racing. Prior to an event, the Ice Race Director in consultation with the ice race committee, via a posted memo, shall give clarification of these Regulations if required.

Ice Race Director:

Jonathan Rashleigh
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Home 416-529-6113
Email to: iceracedir@casc.on.ca

1.1 PERMIT REQUIREMENTS

All ice race events shall be run under a permit issued by CASC-OR Ontario Region Office.

1.2 DURING A COMPETITION

In the event of doubt or ambiguity in the wording and intent of these Regulations and/or supplementary regulations, the interpretation of the Clerk of the Course and the Steward of the Event shall prevail and shall be binding upon all parties except as provided under the protest and appeal procedures established by CASC-OR.

1.3 OFFICIALS

- 1.3.1 At each event there shall be a Clerk and a Scrutineer. Each of these officials and their assistants shall hold, at minimum, Grade B CASC-OR licences.
- 1.3.2 CASC-OR shall appoint a Steward of the Event.
- 1.3.3 The same person may hold more than one official position except that the Clerk and the Steward of the Event shall have no plurality of duties.

1.4 DUTIES OF THE CLERK

- 1.4.1 The Clerk shall be present throughout the Competition in order to carry out the specified duties. In the case of an Event comprising several Competitions there may be a different Clerk for each competition.
- 1.4.2 The Clerk is responsible for executing the Event and other activities safely and in accordance with the Regulations, by controlling Drivers, their Cars, the Officials, and workers from the commencement of activities until the time for protests from the last Competition has expired and shall:
 - a) Ensure that all relevant Regulations are complied with and that all the equipment needed to do so is at hand or in use as appropriate;
 - b) Keep order in conjunction with such police authorities as have undertaken the policing of the Event and who are especially responsible for public safety;
 - c) Ascertain whether Officials are at their posts, and report the absence of any of them to the Steward of the Event.
 - d) Ensure that all Officials are provided with necessary information.
 - e) Prevent an ineligible Driver or Car from competing.
 - f) Ensure that a Competitor unable to produce any document necessary to prove his/her eligibility at an Event does not compete without the approval of the Steward of the Event;
 - g) Ensure that every accident or incident involving a competing vehicle is reported to the Steward of the Event and the Chief Scrutineer, and that the Chief Medical Officer is informed if any Competitor is injured;
 - h) Report to the Steward of the Event before the start of the Event that the conditions of the permit and Course licence (where appropriate) have been fulfilled. Before making such a report the Clerk, or an appointed deputy, shall inspect the Course and its installations
 - i) Convey to the Steward of the Event any proposal to modify the schedule of Competitions;
 - j) Receive protests from Drivers and immediately transmit them to the Steward of the Event;
 - k) Collect reports and other official information necessary for the determination of results;

- l) Prepare, or arrange with the Secretary of the Meeting to prepare any information necessary to enable the Steward of the Event to complete the Steward's report;
 - m) Make arrangements in conjunction with the Chief Medical Officer for medical checks to be carried out in respect of narcotics, dangerous drugs or alcohol;
 - n) Authorize removal of technical inspection stickers;
 - o) Direct Cars to be impounded at any time during the Event;
 - p) Complete a report on Clerk/Driver interactions and suggestions for the conduct of future events.
- 1.4.3 Request for Action
The Clerk may submit to the Steward of the Event a "Request for Action" describing a suspected breach of the Regulations or of misbehaviour by any Participant. The Steward of the Event shall act on this request in the same manner as they would act on a protest, and shall have the same authority to levy penalties as in a protest.
- 1.4.4 The clerk may compete in the event provided that a licenced Assistant Clerk is present. The Assistant Clerk shall be announced prior to the start of the event. The Steward may also compete provided that a replacement Steward is available and is announced prior to the start of the event. These Officials shall not participate in any disciplinary arising from their competitions, other than as witnesses.

1.5 DUTIES OF THE CHIEF SCRUTINEER

- 1.5.1 The Chief Scrutineer shall ascertain that all Cars comply with the Regulations. Specifically, he or she shall:
- a) Check that all Drivers are equipped with the safety equipment required by the Regulations;
 - b) Conduct inspections of Cars at the request of the Clerk of the Course;
 - c) Report to the Clerk any Cars that do not conform to requirements of the Regulations;
 - d) Communicate official information only to the Clerk of the Course, the Steward of the Event and CASC-OR.
- 1.5.2 The Chief Scrutineer shall make a written report to the Clerk of the Course in respect of all Cars examined noting those accepted and those rejected and the reasons for rejection.
- 1.5.3 The Chief Scrutineer of The Event shall be the Judge of Fact in respect of technical matters.

1.6 MANDATORY DRIVERS MEETING

- 1.6.1 A drivers meeting shall be held outside Registration at the time posted in the event schedule.
- 1.6.2 All chief officials shall attend the drivers meeting.
- 1.6.3 A five (5) minute warning shall be given to all in the paddock areas.

2.1 ELIGIBILITY & PREPARATION

Modifications designed to extend the life of the Car, minimize damage, or simplify repairs are generally acceptable. Extensive modifications designed primarily to improve performance are discouraged or prohibited.

“Specials” and “Modified” cars are those that do not conform to rules, 2.1.2 a), d) and e), and 2.1.3, but DO conform to all other rules and requirements.

2.1.1 FUEL

Cars shall use commercially available fuel.

2.1.2 BODYWORK

- a) Bodies shall retain the same general appearance and dimensions as the production car.
- b) Wings, deflectors etc. are allowed provided that they are sturdy and well constructed and do not project beyond the Car width.
- c) All lights, reflectors, decorative trim, etc., shall be removed.
- d) Hoods, fenders, trunk lids, removal roofs, etc. shall be in place, but may be replaced with similar appearing items of alternative material. Fiberglass is not recommended for fenders.
- e) Wheel wells may be extended to provide tire clearance; OR fenders may be flared to a maximum of 100mm (4") wider than the original components. In both cases, a solid partition shall exist between the wheel well area and the interior trunk or engine compartment.
- f) Sunroofs: A sunroof constructed of metal shall remain closed while the Car is on the track. A sunroof constructed of glass, plastic or Plexiglas shall be removed and replaced with a solid metal structure.
- g) Convertible cars—shall be permitted providing that convertible top is a hard top and it must be permanently attached to the main body frame of the vehicle and contain a roll cage in the car. Must follow the outline under section 2.7
- h) Open cars are not permitted.

2.1.3 CHASSIS AND SUSPENSION

- a) Substitution or extensive modification of the chassis is prohibited.
- b) Suspension type and design shall remain stock.
- c) Springs and shocks are free except that the number and type may not be altered.

2.1.4 ENGINE AND TRANSMISSION

- a) Engines, transmissions, and differentials are free.
- b) Engine capacity may be increased or reduced provided that it remains within the class limits.
- c) Crankshafts, camshafts and valves are free except that the number and location may not be altered.
- d) Porting, polishing, balancing, blueprinting, etc. are permitted.
- e) Carburetion and fuel injection are free.

- f) Turbo charging or supercharging is free.
 - g) Ancillary devices, e.g. alternator, fuel pumps, fans, plugs, ignition, filters, belts, etc. are free.
- 2.1.5 EXHAUST SYSTEM
- a) It shall exit beyond the bodywork, and rearward of the driver's/passenger's position.
 - b) It shall be securely attached and either be fastened to the chassis in two or more places, or with a safety chain/wire every 1 metre (3 feet) of pipe beyond the headers.
 - c) A muffler attached to the exhaust system is mandatory. The maximum exhaust noise level shall be 109dBA at half the engines redline measured 20 inches and 45 degrees from the exhaust emission point(s) of the Car. The SAE method of measurement shall be used utilizing an "A" weighted sound metre. Three throttle blips shall also be measured to simulate the engine under load.
- 2.1.6 BRAKES
- Brakes are free. There shall be functional and effective brakes at each wheel.
- 2.1.7 WHEELS
- Wheels are free except that:
- a) Cars shall have only four wheels and four tires.
 - b) Rim widths and tire size shall be small enough that the tires are clear within the fender openings
- 2.1.8 INTERIOR
- a) Seats are free, but shall be securely attached, and a head restraint shall be provided for the driver and passenger.
 - b) Interior panels, carpeting etc. may be removed or replaced provided that there are no sharp edges or protuberances.
 - c) Cars shall be equipped with a grab handle for the passenger.
 - d) Batteries may be located within the driver's compartment provided that they are extremely well secured, and are contained within a "marine-type" box.
- 2.1.9 FUEL TANKS
- a) There shall be a firewall between the fuel tank and the driver's compartment, and also between the fuel tank and the engine compartment.
 - b) All fuel tanks shall be "spill proof", i.e. there shall be little or no leakage when the car is inverted.
- 2.1.10 RADIATORS
- Radiators if mounted inside the Car shall be separated from the driver and passenger by a firewall.
- 2.1.11 BALLAST
- Ballasting is permitted. Ballast shall be securely bolted or welded to the chassis or bodywork.
- 2.1.12 LIGHTS
- Cars shall have one clearly visible **55 watt halogen or equivalent LED rearward facing amber or white running light** and two clearly visible **24 watt rearward facing red or equivalent LED** brake light. It is strongly recommended that these lights be mounted in a location where they will not be damaged by minor impacts. In or above the rear window is recommended. The running light shall be on during races.
- If the **55 watt or equivalent LED rearward facing** light is not working on the mock grid or the real grid the driver will be told and it must be repaired for the next track session.

2.1.13 WINDOWS AND WINDOW NETS

Cars shall run with driver's and passenger's side windows closed. Cars having no side windows shall be equipped with a window net for each occupant. Window nets that bear an "SFI Spec 27.1" label are acceptable. Permanent window net(s) shall be installed as per diagram "Window Net Installation" in Appendix B herein.

2.1.14 WINDOW TINT

Factory window tint only shall be permitted. No aftermarket tinting is allowed.

2.1.15 DOOR BEAMS

All cars shall be fitted with side beam protection as provided by the manufacturer.

2.1.16 WIPERS

Front windshield wipers shall be operable.

2.1.17 HORNS

The use of car/air horns or any other sound signaling device is prohibited.

2.1.18 REAR VIEW MIRRORS

Each vehicle shall be equipped with at least one rear facing mirror.

2.1.19 WINDSHIELDS

Windshields shall be stock glass. If a damaged windshield is removed the driver shall wear a full-face helmet with visor. Cars without a windshield shall not carry passengers. Windshields shall be replaced with stock glass before the car enters another event.

Lexan may be used however must remain in a clear, scratch free condition.

Plexiglas shall **not** be used.

Windshields with a crack, or cracks, that do not go all the way through, or are found to be in the driver's viewing area, shall be left to the discretion of the weekend scrutineer and/or series scrutineer as to replacement.

2.1.20 MUD FLAPS

That mud flaps may be used on any car in any class.

Any type of mud flap may be used (molded plastic, rubber, grass skirt style). They shall be securely fastened/mounted, shall not exceed the bodyline of the car by more than ½ inch and shall not be less than 2" from the ice surface with the driver in the car.

2.1.21 TOWING HOOK

All race cars shall have a solid tow hook or equivalent at both the front and rear of the vehicle.

2.1.22 AIR BAGS

All airbags shall be removed.

2.2 CLASSES

2.2.1 RUBBER TO ICE

CLASS 1: All rear wheel drive up to 4801 mm or 189" overall length as measured at the racetrack.
CLASS 2: Front engine, front wheel drive up to 3000 cc
CLASS 4: Specials, modified, and 4WD, up to 3000cc

2.2.2 SECOND DRIVER CLASS'

CLASS 11: Second driver in Class 1 Cars
CLASS 12: Second driver in Class 2 Cars
CLASS 14: Second driver in Class 4 Cars

2.2.3 STREET STUDS

CLASS SS1/**LSC**: Cars conforming to Class 1
CLASS SS2: Cars conforming to Class 2
CLASS SS4: Cars conforming to Class 4

STREET STUD SECOND DRIVER CLASS'

Class SS11/**LSC**: Cars conforming to Class 1
Class SS12: Cars conforming to Class 2
Class SS14: Cars conforming to Class 4

2.2.4 All Cars with "on demand" 4WD shall run in Class 4.

2.2.5 Cars shall compete in the class to which they conform, e.g. Class 4 Cars may not run in Class2.

2.2.6 Specials and modifieds shall race with class 4 but be scored separately. {New class name M1,M2 and M4 if there are any entries}

2.2.7 Lexus Sport Cup cars shall run in Classes SS1 and SS11.

2.3 NUMBERS

2.3.1 Competition numbers shall be roof mounted so that the number is visible from both sides of the Car. In addition, a forward facing number board measuring at a maximum height of 6" with numbers not less than 4" in height shall be attached to the main roof number. Specifications for numbers are outlined in APPENDIX A herein. All numbers shall be neat, crisp and uniform on the boards and either cut from vinyl or painted on. Absolutely NO crayon, markers, electrical/duct tape shall be used for number boards.

2.3.2 Numbers are issued to the driver not the Car. All numbers shall be registered.

2.3.3 Rookies shall have a 127mm (5 inch) orange triangle on a white background located on a separate mount and it shall be rearward facing at the rear of the roofline.

2.3.4 Only the numbers **2** through **199** shall be permitted.

2.3.5 Number registration shall be carried over to the following year unless the driver does not enter an Ice Race Event in the year for which the number is registered. The driver shall notify the number registrar and the Ice Race Director if a number is no longer needed. A driver taking a one year sabbatical from ice racing may request permission to retain a number for that year. The Ice Race Director may refuse without reason. The deadline for request will be December 1.

2.3.6 New registered numbers may be obtained from the Ice Race Director or online at www.casc.on.ca (member's area). Please email the Ice Race Director if you are having problems registering on the Motorsportreg site. Numbers will not be handed out at the track.

2.4 BUMPERS

- 2.4.1 Bumpers shall be designed not to hook or lock together with bumpers on another Car. Bumpers shall be securely fastened to the car.
- 2.4.2 Bumpers are not required but are strongly recommended. If bumpers are removed, all brackets and other protrusions shall also be removed. However, the original bodywork shall be left in place so as to protect fuel tanks.
- 2.4.3 Stock bumpers may be used but shall have the gap between bumper and fender bridged with durable material (e.g. old tire tread) so as to prevent hooking. All corners shall be covered with a securely fastened, durable resilient material, such as old tire tread, to eliminate any sharp edges. With the exception of the aforementioned changes, no other modifications are required for stock bumpers.
- 2.4.4 All bumpers shall meet the following criteria:
- a) Front bumpers shall not exceed 52mm in thickness or 204mm in height.
 - b) Rear bumpers shall not exceed 52mm in thickness or 460mm in height.
 - c) Both front and rear bumpers shall not be wider than the car and shall be constructed to prevent hooking by bridging the gap between the bumper and the fender with durable material (egg. old tire tread).
 - d) The ends of the bumper shall be rounded or chamfered, as viewed from above. The minimum radius for rounded ends is 150 mm. The minimum length of a chamfer is 200 mm and the angle of the chamfer must be 45 degrees +/- 10 degrees.
 - e) The contact surface of the bumper shall be smooth with no protrusions except bolt heads. All corners shall be covered with a securely fastened, durable resilient material, such as old tire tread, to eliminate any sharp edges.
 - f) Exterior side protection is not permitted.
 - g) The bottom of front and back bumpers shall not exceed a height of 406mm (16 inches) from the track level.

2.5 TIRE SPECIFICATIONS

2.5.1 RUBBER TO ICE

Any commercially available rubber tires may be used. Tires may not be modified by the insertion of other materials. Tire choice is free provided it is a DOT tire approved. Tires that already have such materials embedded in them from the manufacturer are permitted. Tractionizing is permitted.

2.5.2 STREET STUDS

- a) Tire choice is free provided it is a DOT tire with a stud pocket designed to accept a TSMI # 13 stud or the Wiper-tec WT12 stud. Tire choice will include the Black Rocket tire.
- b) No more than 19 studs shall be placed in 1 foot of tire circumference. The body of the stud shall not protrude more than 1 millimetre from the tread block.
- c) The studs shall be stud number TSMI 9-13 Cold Headed Steel Stud or Wiper-tec WT12 stud.
- d) Gluing of studs is allowed, limited by the stipulation that the glue added does not alter the stud pocket depth.
- e) At least once per event, the top three class finishers or random choice of three cars, shall be impounded after a race and one stud shall be pulled from one tire on each car and checked for legality. The car numbers shall be recorded and results recorded by the Clerk in his report. An effort should be made to check all cars during the season. In addition a section of 1 foot of tire circumference will be marked off and the studs counted.

- 4.0.2 Cars need not be re-inspected each weekend, but the Scrutineers may re-inspect any Car and any helmet at any time during any event.
- 4.0.3 Cars shall be presented for inspection in race trim. General appearance shall be clean and neat and an effort shall be made to maintain this condition throughout the season. Organizers shall refuse entry of Cars not meeting acceptable standards.
- 4.0.4 The responsibility for the mechanical safety of the Car rests with the driver.

5.0 EVENTS

- 5.0.1 All events shall be run under the CASC-OR General Competition Rules, the regulations printed herein. Bulletins issued by the Ice Race Director.

5.1 DRIVER ELIGIBILITY

- 5.1.1 Drivers shall hold a current CASC-OR **DRIVER C** licence or higher rated CASC-OR or ASN Canada FIA competition licence. Other Licences, e.g., CARS, SCCA and FIA, may be recognized at the discretion of CASC-OR.
- 5.1.2 Drivers shall present their Competition license and a valid Provincial, State or International road licence at registration.
- 5.1.3 Written parental consent in the form of a signed minor waiver, is required for drivers under the age of 18 years.
- 5.1.4 Any new drivers, who have never competed in the ice race series, will be classified as a “rookie” and are required to participate in a rookie school session.

5.2 LICENCING PROCEDURE

- 5.2.1 *In order to participate in an ice race event, a person must hold a CASC-OR Competition Licence of the grade specified in the CASC-OR General Competition Regulations (Driver C or higher) except for a weekend licence as specified in 5.2.3 below*
- 5.2.2 *Licences shall be obtained prior to participating in an event from the CASC-OR office or online at members.casc.on.ca (member’s area). Licence card will not be issued until application, photo and general waiver has been completed and submitted/received by CASC-OR. Note that this entire process can be completed online.*
- 5.2.3 *In order to permit new competitors to sample ice racing, a temporary weekend licence may be issued with the approval of the ice race director under the following conditions*
- *The applicant may not have previously competed in a CASC-OR ice race event*
 - *The applicant does not need to be a member of a CASC-OR club*
 - *The applicant must complete and submit the full licence application, annual waiver, any applicable minor waiver and parental consent*
 - *The applicant must complete and submit a test demonstrating knowledge of flag meanings and race procedures*
 - *The car and helmet used by the applicant must meet all applicable regulations*
 - *The licence will only be valid to enter an event for one weekend*
 - *The holder of a temporary weekend licence may only compete in an event when accompanied by a passenger who has previously competed in a CASC-OR ice race event*
 - *Once the temporary licence has been used to participate in an event, the applicant must obtain the required competition licence to enter any future ice race events*
 - *The applicant must have a valid Ontario drivers licence (G1 or higher)*

The cost of the temporary weekend licence will be \$10 for the 2019 season.

5.3 PASSENGER ELIGIBILITY

5.3.1 ALL PASSENGERS

One passenger is permitted in all Classes. All passengers' helmets shall be scrutineered.

5.3.2 PASSENGERS WHO ARE MINORS

Minors are defined as children who have passed their 9th. birthday and have not yet reached their 18th. birthday.

Minors who have not passed their 14th. birthday may be passengers in Rubber to Ice and Street Stud Classes .

Before the minor may participate in an event, an ASN Canada FIA Annual Parental Consent Waiver shall be completed, signed by at least one parent/guardian and witnessed. A Minor Event Waiver shall be completed by the specified minor at every event.

The helmet, seat and seatbelt or harness shall fit the passenger. The use of a harness is recommended.

Minors who have passed their 14th. birthday may be a passenger in a car driven by any driver.

Minors who have passed their 9th. birthday but have not yet reached their 14th. birthday shall ride with their parent or legal guardian only. These minors shall have a sticker affixed to the right side of their helmet. This sticker shall show the number of the Driver with whom this minor is eligible to ride and car be equipped with a 4 point harness.

5.4 INSURANCE

Insurance covering competitors, crews, sponsors, officials, etc., shall be provided by the organizers as required by CASC-OR.

5.5 WAIVERS

5.5.1 All officials, passengers and pit crews shall sign the waiver supplied by the insurance company. The waiver for the drivers is done at the time of applying for their competitor licence.

5.5.2 All passengers shall be listed on the passenger log form along with address and telephone number and the number of the car in which they will ride. Passengers must sign the waiver at the track for each weekend they will be riding.

5.5.3 No guarantee of the safety and condition of the ice is given or implied in any way whatsoever by CASC-OR, the organizing club, The Township of Minden Hills, the Minden Kinsmen Club or any official of the above.

5.6 TRACK DIMENSIONS

5.6.1 The minimum width of any ice racing track shall be 8 metres. It is recommended that the track be wider if possible. Under extreme conditions, the Clerk and the Steward of the Event may approve a track that is less than 8 metres wide.

5.6.2 The minimum height of the snow banks surrounding the exterior of any ice racing track shall be one metre.

5.6.3 The minimum width of any snow bank surrounding any ice racing track shall be 1.5 metres.

5.7 MEDICAL STAFF, VEHICLES AND FIRE RESPONSE.

The following minimum medical staff, emergency vehicles and equipment are mandatory during all Competition.

- 5.7.1 One Physician or Registered Nurse or EMT or Paramedic or equivalent approved by CASC-OR, to act as Chief Medical Officer, trained in and equipped for life support procedures. The Chief Medical Officer shall be at the Race Track during all Competition and shall not participate in any competition.
- 5.7.2 One van or sport utility vehicle or station wagon or equivalent, for the exclusive use of the Chief Medical Officer. This vehicle may be used to transport a patient, only at the discretion of the Chief Medical Officer, and only within the Minden Fairgrounds. This vehicle shall be equipped with short and full backboard, head immobilizer, cervical stabilization, airway management kit, first aid kit, two (2) 20lb and one (1) 10 lb. fire extinguisher.
- 5.7.3 One van or sport utility vehicle or station wagon or equivalent equipped with tow ropes, one (1) 20lb and one (1)10lb fire extinguisher.
- 5.7.4 A telephone to request 911 emergency services from Police, Medical and Fire.
For 911 calls, Minden Fairgrounds - 186 Bobcaygeon Road, Minden.
For serious injuries ASN phone and fax numbers: Tel. 905 403 9000
Fax 905 403 8448
- 5.7.5 One (1) 10 lb. fire extinguisher at the following locations: -
At each warning signal location
At the in-field tower
At the track exit to the paddock
At the mock grid
- 5.7.6 Where one or more fire extinguishers have been discharged at incidents, and cannot be replaced, the Stewards shall approve re-distribution of the remaining extinguishers.

5.8 GENERAL PROVISIONS

- 5.8.1 Rubber-to-ice and Street Stud Cars shall not practice or race together.
- 5.8.2 Drivers are responsible for the actions of their crew.
- 5.8.3 Cars left at the track overnight or during the race season shall have keys removed and in addition shall be disabled by one of the following methods:
a) Remove battery;
b) Remove wheels
c) Hidden extra ignition switch
d) "Club" steering wheel lock
e) Chain and padlock through vital parts
- 5.8.4 If the event is cancelled for reasons of safety, or bad weather, the organizers shall obtain the agreement of the Ice Race Director regarding the disposition of entry fees.
- 5.8.5 All cameras and recorders in any competing Car shall be securely fastened and approved by the Scrutineer before going on the track.
- 5.8.6 A speed limit of 8 km/h is in effect in the paddock at all times. All practice and warming up is to be done on the track in sessions provided for that purpose.
- 5.8.7** At no time, is an Ice Race car allowed to leave the fairground property onto Bobcaygeon Road under its own power. Failure to comply with this rule will result in exclusion from the series.

- 5.8.8 Competitors are prohibited from littering and polluting the fairgrounds. Special care shall be taken with regards to fluids. It is recommended that Competitors have a supply of "kitty litter" to soak up any spills. Containers shall be used to dispose of used oil, etc.
- 5.8.9 Cars shall prominently display the Series sponsor(s) decals provided so as to be clearly visible from both sides of the Car. Cars shall also display a CASC-OR decal on each side of the car.
- 5.8.10 When a Car becomes stuck in a snow bank or otherwise disabled, and, if after two laps of the leader, the situation has not been remedied, both the driver and passenger shall remain inside the car with helmet and safety belts secured until the race has ended. Under no circumstances shall anyone be allowed on the trackside of a disabled car.
- 5.8.11 Cars may not leave the track by the track exit or entrance during a race. Disabled Cars leaving the track during a race shall exit the track into the pit lane in the infield behind the starter's stand.
- 5.8.12 Other than during Competition, Cars may be run on the track, only with the permission of the Clerk or the Minden Kinsmen, Saturdays from 9:00 am – 6:00 pm and Sundays from 12:00 noon – 6:00 pm. Failure to obtain this permission before entering the track at any time may be considered grounds for exclusion from the Event or the Series.
- 5.8.13 All cars remaining at the Minden fairgrounds 7 days after the last race become the property of the Minden Kinsmen and shall be removed at the competitor's expense.

6.0 MARSHALLING, FLAG AND LIGHT SIGNALS

6.1 MARSHALLING

- 6.1.1 The location of the marshal Station and Light Positions shall be approved by CASC-OR. Marshals shall be responsible for flagging and communications, for maintaining a safe course by:
- a) Informing Drivers, through flags or other signals, of the condition of the course, the condition of their Cars or any other situations affecting the safe running of the event;
 - b) Informing the Clerk of the condition of the course and the Cars and situations requiring decisions and/or action by the Clerk.
 - c) Undertaking emergency action as required, protecting the lives and property of Drivers in the event of an incident.
 - d) Only in the event of a roll over the marshal at the incident shall have the authority to display the red flag and/or light.
 - e) Ensure that the marshalling lights are kept clean
 - f) It is recommended that no less than five marshals be in attendance during an event, not including the starter and assistant starter, should there be a need to place marshals at the corners in the event of a signal system malfunction.

6.2 FLAG AND LIGHT SIGNALS

6.2.1 YELLOW FLAG/LIGHT

Waved or steady means danger, use caution, NO OVERTAKING, this flag/light is used to signal a dangerous situation of any type. Overtaking is forbidden on that part of the track between the yellow flag/light and past the dangerous situation by two car lengths. The flag shall be waved/flashing for one lap, held steady for one lap and then removed provided that the situation in the corner has not changed.

6.2.2 RED FLAG/LIGHT

The race has been stopped. Cars racing on the front straight shall pull over safely to the inside of the track, away from the racing lines. Elsewhere on the course cars shall pull over to either side of

the track as safely as possible leaving the centre clear for emergency vehicles, and proceed to the all stations. Subsequent display of a yellow flag or light means to continue slowly to the front straight for direction.

6.2.3 GREEN FLAG

Start of race or disappearance of a dangerous situation previously indicated by a yellow flag/light.

6.2.4 CHECKERED FLAG

Signals end of the race or session.

6.2.5 BLACK AND WHITE DIAGONAL FLAG

Shown at the Start/Finish line accompanied by a number. Informs driver that his/her conduct or driving has been observed as un-sportsmanlike. It is a warning. If the behaviour continues the driver may be shown the Black Flag.

6.2.6 BLACK FLAG

Shown at the Start/Finish line accompanied by a number. Informs driver to report to the "pit lane" at the conclusion of the current lap and await instructions of officials.

6.2.6.1 BLACK FLAG –ALL DRIVERS

Shall be shown at the Start/Finish line accompanied by a sign reading "ALL". In addition, a full course flashing/waved yellow light/flag will inform drivers that the current session has been halted and all drivers shall return to the Start/Finish straight for further instructions.

6.2.7 BLACK FLAG WITH ORANGE DISK ('MEATBALL')

Shown at the Start/Finish line accompanied by a number. Informs driver that the Car has mechanical problems likely to be dangerous. Driver shall report to the infield pit lane behind the starter's position at the conclusion of the current lap, to await instructions of officials.

6.2.8 OTHER SIGNALS

- a) Furled, crossed, green, and yellow flags shown at the Start/Finish line mean halfway through the race.
- b) Two furled flags pointed up and alternately moved up and down at the Start/Finish line mean 2 laps remaining.

6.3 CONES

6.3.1 *When cones are used on the track they also define the edge of the track and shall not be purposely hit or run through. The area the cones cover is considered out of bounds and a driver shall not run between the snow bank and the cones. When cones are used, there shall be a parade lap to familiarize the drivers with the cone placement.*

7.0 DRIVER BEHAVIOUR

7.0.1 Competitors shall avoid physical contact with other competitors' cars.

7.0.2 Competitors have a right to "racing room" on the racetrack. "Racing room" is defined as sufficient space on the racetrack to allow competitors to maintain control of their cars in close quarters, under racing conditions

7.0.3 Competitors shall preserve the right of their fellow competitors to "racing room" on the racetrack. Abrupt changes in direction so as to impede or affect the path of a car attempting to overtake or pass may be interpreted by Officials as an attempt to deprive a fellow competitor of his right to "racing room".

- 7.0.4 Overtaking drivers are responsible for the decision to pass another car and to accomplish it safely. Overtaken drivers shall be aware that they are being overtaken and shall not deliberately impede the overtaking car.
- 7.0.5 Persistently diving into, bouncing off, or rebounding off the snow banks is not permitted and will be considered unsportsmanlike conduct.

8.0 GRID POSITIONS

- 8.0.1 Grid positions for the first **weekend round** non-points heat shall be determined by computer selection/or draw by the organizer of the hosting club. **The next weekends first non points race will be determined by season points standings.**
- 8.0.2 Subsequent point's heats shall be gridded in order of the finishing position in the previous heat regardless of class. Late entries and late arrivals at the mock grid shall start at the rear of the grid. All entries received on Sunday are considered new entries and shall be gridded at the rear in the order received. If there is any delay (i.e. tire change or break) driver will be informed as they line up on the grid.
- 8.0.3 Cars shall be positioned on the mock grid in grid order and in a line from pole sitter to last Car. When Cars arrive at the starting grid, on the track or leaving the mock grid, they shall be pointed to right or left for the correct starting position.
- 8.0.4 The driver having pole position shall have the choice of track position **for points races only**. Only the front row of the grid shall be affected by this choice, with all subsequent positions from 3rd. back remaining unchanged. The outside position is the furthest from the starter's stand.
- 8.0.5 Cars shall not be gridded closer than 2 metres side-to-side nor closer than 3 metres front to back. Grid line on track shall be in a straight line, NO staggering line will be permitted.
- 8.0.6 If extra time is needed between races to change tires, it is the driver's responsibility to inform the mock grid marshal each time. Driver will be given 5 minutes for this request and the Grid marshal must be informed prior to the race. The Grid marshal shall inform the rest of the grid about the delay.

9.0 STARTING

- 9.0.1 A standing start shall be used in all races. The starter will raise the green flag, hold it steady, and then wave the flag vigorously to start the race. The race starts when the starter WAVES the flag. If the grid is large and two starters are required, the assistant will be located on the snowbank toward the back of the grid and mirror the actions of the starter.

9.1 START/FINISH LINE

- 9.1.1 Shall be an invisible line from the bottom of the snow bank on one side of the track to the bottom of the snow bank on the other side of the track between the registration trailer utility pole and starter's stand utility pole and through the infield pit lane.

9.2 LAST LAP SIGN

- 9.2.1 The starter shall show a last lap sign at the Start/Finish line to drivers commencing their last lap.

9.3 YELLOW FLAG PRACTICE

Practices for all classes shall start with yellow flags/lights displayed at all stations to allow cars to enter the track safely. Cars shall drive slowly, until the yellow lights are removed and a green flag is displayed and on the front straight shall drive on the inside of the track and may pass the cars entering the track.

9.4 RESTARTS

Should a race be stopped due to a red flag it shall be restarted if fewer than 80% of the laps have been completed by the leader. If fewer than two laps have been completed by the leader, the original grid positions with no vacant spaces shall be used for the restart and the complete race shall be run. If two or more laps have been completed by the lead Car, the race shall be gridded for a standing start with the Cars in single file in the order in which the Cars passed the start/finish line on the leader's last completed lap prior to the red flag.

10.0 FINISHING

- 10.0.1 The race shall end when the checkered flag is displayed regardless of the number of laps completed.
- 10.0.2 Finishing positions shall be determined according to the number of laps completed regardless of whether or not the Car is running at the end of the race. 60% of the class winner's laps shall have been completed to be classed as a finisher.
- 10.0.3 Cars finishing a given number of laps shall be ranked in the order in which they completed that number of laps.
- 10.0.4 Cars shall be ranked on their last completed lap (part laps do not count). Drivers shall have **2** minutes to complete the lap they have started, after the race winner receives the checkered flag.
- 10.0.5 The winning driver may not pass any car that is still racing, except cars that are not moving.

11.0 RESULTS

Provisional results from each race shall be posted on the registration trailers window so as to be viewed easily by competitors, within 30 minutes of that race and become final after a minimum of 30 minutes from the time posted provided there are no protests or appeals. Final results shall be provided to the CASC-OR Ontario Region Office, the CASC-OR Ice Race Director and the Series Scorer.

12.0 INQUIRIES, PROTESTS, AND APPEALS

Any protest or appeal shall follow the procedures in the CASC-OR General Competition Rules. An Inquiry or a protest shall be submitted in writing within 30 minutes of the end of the race in question, except concerning results, where the submission shall be within 30 minutes of posting of results.

12.1 INQUIRIES

- 12.1.1 An INQUIRY is a written request, by a driver or official, using the Inquiry Form, to the Clerk of the Course or other official designated by the Clerk, to investigate improper behaviour of competitors, incorrect results, or improper actions of officials. The Clerk may investigate and take appropriate action. No fee is required. Inquiry forms shall be kept at the track for reference by officials and retained by CASC-OR. The Clerk or assistant may refuse to hear an inquiry that is not presented in writing.
- 12.1.2 An Inquiry is not a substitute for a protest. The competitor shall not use the Inquiry Form frivolously or to harass an official or other competitor. The Inquiry cannot request a Penalty. Protests are required for violations of vehicle or tire eligibility rules. The Inquiry Form may be used for submission of a Protest, accompanied by the Protest fee. The Clerk may use the Inquiry Form as a Request For Action.
- 12.1.3 The results or decisions made in any enquiry shall be made known to the inquirer.

12.2 PROTESTS

- 12.2.1 The protest fee shall be \$50.00.

12.2.2 The fee shall only be returned if the protest is deemed well founded or if so directed by the steward of the event.

12.2.3 More information on Protests can be found in the GCR's, paragraph 7

12.3 APPEALS

12.3.1 The appeal fee shall be \$100.00.

12.3.2 More information on Appeals can be found in the GCR's, Section 8.

13.0 ICE RACE ADVISORY NUMBER

13.0.1 The CASC-OR Ice Race advisory report telephone number is 416-667-9500 or 877-667-9505 Hotline 1

13.0.2 Information will be available beginning at 12:00 noon Friday before each event. New information and/or changes, cancellation, etc., shall be recorded as received from the organizers.

13.0.3 Always call the ice race advisory number before leaving for an event.

13.0.4 Organizers shall communicate race status to the CASC-OR office no later than Thursday before the event and finalize the status of the event no later than 11am Friday.

13.0.5 *The event info will also be posted on the Ice Race Forum and the Ice Race Facebook group as to if it is a GO or not.*

14.0 ICE RACE SERIES AWARDS

14.0.1 The Ice Race Series shall be run by CASC-OR and member clubs for the following awards:

- a) Rubber to Ice --Overall Champion
Permanent trophy donated by Peterborough Motor Sports Club. Keeper by CASC-OR
- b) Street Stud --Overall Champion
Permanent trophy donated by Toronto Tirecraft. Keeper by CASC-OR
- c) Overall Second Driver (rubber to ice)
Permanent trophy donated by Minden Kinsmen. Keeper by CASC-OR
- d) Overall second driver (street studs)
- e) Rookie of the Year (rubber to ice)
Permanent trophy donated by Less Rice and Bob Attrell. Keeper by CASC-OR
- f) Rookie of the year (street studs)
- g) ANSON, HINDEN & MINDEN Sportsman of The Year
Donated by the Municipality of Minden Hills. Keeper by CASC-OR
- h) Tim Whitfield Trophy -- for highest placed **rubber to ice** four wheel drive Car
- *i) Andy Hughes Memorial trophy *A permanent trophy in Memory of Andy Hughes, donated by British Automotive Racing Club – Ontario Centre {expansion below}*
- j) Class Winners -- Trophies shall be given by CASC-OR to the driver gaining the highest number of points within each class. Further trophies shall be awarded depending upon the

average entry in each class: 1 trophy for 3 to 5 average entries, 2 trophies for 6 to 8 average entries, etc.

* This award is given to the volunteer who shows above and beyond the basic requirements of a volunteer. The award winner is chosen by BARC members. Any nominees' suggestions please pass onto a BARC member.

14.0.2 There shall be an average of three entries per race day during the series in order to receive a class trophy and score overall points.

15.0 SCORING

15.0.1 A driver shall be a member of a CASC-OR-OR affiliated club to score Championship points.

15.0.2 The Championship shall be contested in four divisions: Rubber to Ice, Second Driver (rubber to ice), Street Stud and Second driver Street studs.

15.0.3 Points shall be awarded to the driver, not the Car, i.e. a driver may change Cars in mid season without endangering her/his overall position.

15.0.4 Drivers entering more than one class per event shall count the higher placing for overall points.

15.0.5 There shall be at least three starters per class in a race in order to award full points. Should there be two starters first place will receive 17 points and second will receive 15 points. One starter in a class will receive 13 points. To qualify for points the competitor must be classed as a finisher.

15.0.6 POINTS

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18+
Points	25	22	19	17	15	13	12	11	10	9	8	7	6	5	4	3	2	1

15.0.7 THROWAWAYS

Drivers shall discard their worst points race results, including races not entered, according to the following schedule. A competitor shall not discard results of races from which he/she has been excluded. For a season with 21 – 28 races scored, discard 4 results; for 17 – 20 races discard 3 results; for 13 – 16 races discard 2 results; no discards for fewer than 13 races.

15.0.8 TIES

In case of a tie, the competitor with the greatest number of higher placings shall be declared the winner. If still tied the best discarded result shall be used. If still tied after all results have been included a tie shall be declared.

15.0.9 A new system of scoring using percentages for overall championships shall be used.

16.0 RACE SCHEDULES

The list of Events, the organizing clubs, and the Event schedules are attached hereto.

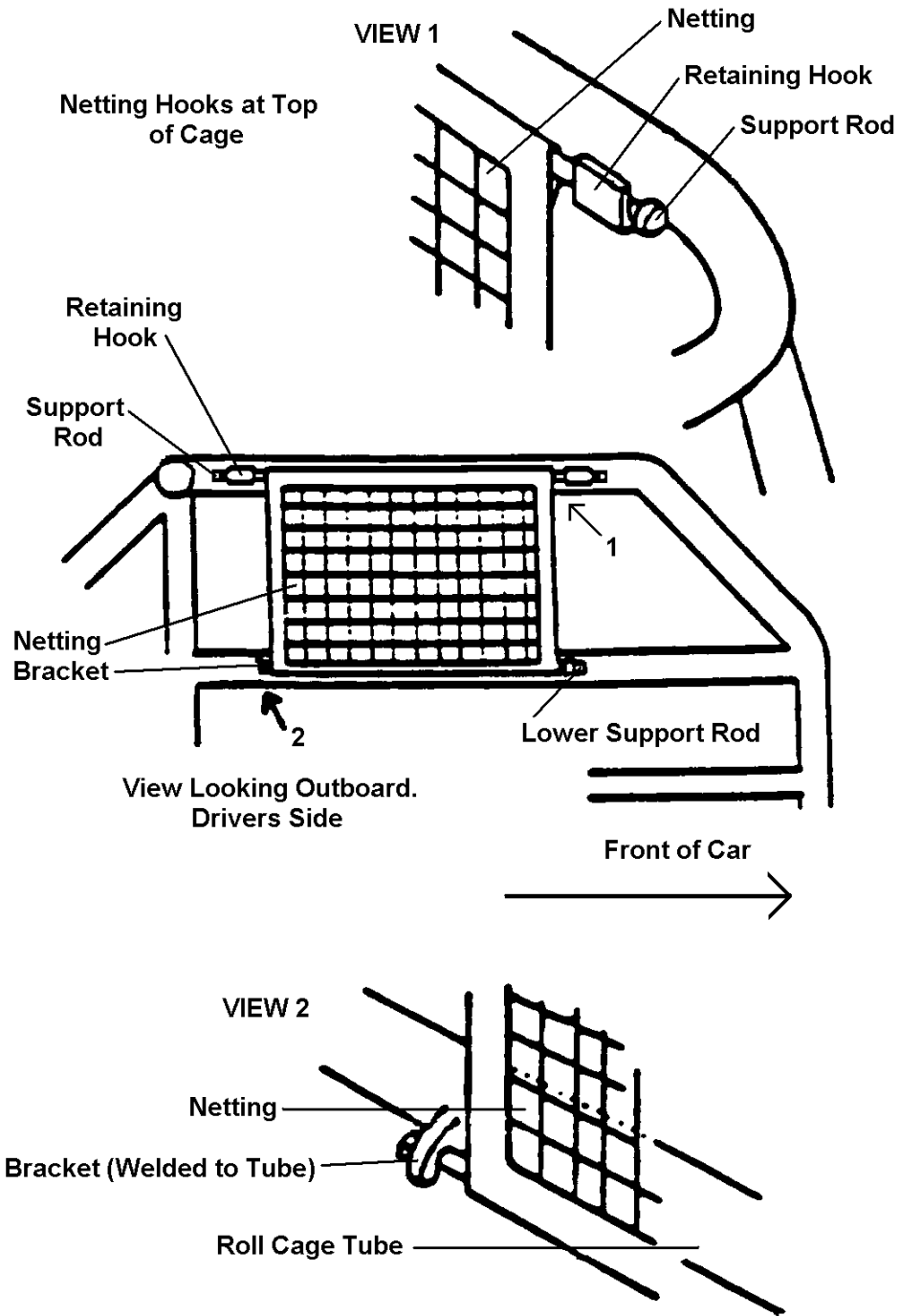
In the interest of consistency, any changes which combine classes shall apply to all subsequent events unless numbers in the class improve significantly. The schedule shall be altered and passed on to the other organizers.

Any and all changes to the race schedules published in this rule book, including those which combine classes in a race, must be made by the Clerk and approved by the Steward(s) of the Event and keep the Ice Race Director informed. Shall be made public to all in attendance at the drivers meeting of the day and posted at the registration trailer.

17.0 PENALTIES

Penalties handed out during Road Racing, Autoslalom and Time Attack season may/can affect the Ice Race Series (licence suspension, etc.)

APPENDIX B: WINDOW NETS



APPENDIX C: ROLL BAR SPECIFICATION

1.0 ROLL BARS

If a roll bar is desired, the following regulation should be followed.

- 1.0.1 Specific roll bar installations are subject to the approval of the Chief Scrutineer at each Event.

2.0 BASIC DESIGN CONSIDERATIONS FOR ALL BARS

- 2.0.1 The basic purpose of the roll bar is to protect the Driver if the Car rolls over or is involved in a serious accident.
- 2.0.2 The top of the roll bar shall be a minimum of two inches above the top of the Driver's helmet when the Driver is sitting in a normal driving position, or shall be located as near the roof as possible in closed Cars. The top of the roll bar shall not be more than ten inches behind the back of the Driver's helmet when the Driver is sitting in a normal driving position.
- 2.0.3 The roll bar shall be designed to withstand compression forces resulting from the weight of the Car coming down on the roll structure and to take fore-and-aft loads resulting from the Car skidding along the ground on the roll bar structure.
- 2.0.4 The two vertical members forming the sides of the main hoop shall extend the full width of the cockpit to provide maximum bearing area.
- 2.0.5 A system of head restraint to prevent whiplash and to prevent the Driver's head from striking the underside of the roll bar hoop shall be provided. The head restraint shall be capable of withstanding a force of 200 pounds in an aft direction. It is recommended that a headrest of approximately 36 square inches with resilient padding two inches thick be used.
- 2.0.6 Forward braces and portions of the main hoop subject to contact by the Driver's helmet (with Drivers seated normally and restrained by seatbelt/shoulder harness) must be padded with non-resilient material such as Ethafoam or Ensolite or other similar material with a minimum thickness of 1/2 inch.

3.0 DIMENSIONS AND MATERIALS FOR ALL BARS

- 3.0.1 The roll bar hoop and all braces shall be of seamless or ERW or DOM mild steel tubing, or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and shall be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the Entrant.
- 3.0.2 The size of tubing to be used shall be determined from the following table (all dimensions in inches).
- | Vehicle Race Weight | Roll Bar | | Roll Cage | |
|---------------------|-------------|--------------|--------------|-----------------|
| | Mild Steel | Alloy Steel | Mild Steel | Alloy Steel |
| No driver | 1.5 x .120 | 1.375 x .090 | 1.375 x .095 | 1.375 x .080 |
| Under 1500 lbs. | 1.75 x .120 | 1.625 x .095 | 1.500 x .095 | 1.375 x .095 |
| 1500-2500 lbs. | 1.75 x .120 | 1.625 x .095 | 1.500 x .120 | 1.500 x .095 or |
| Over 2500 lbs. | 2.25 x .120 | 2.00 x .095 | 1.500 x .120 | 1.750 x .095 |
- 3.0.3 An inspection hole of at least 3/16 inch diameter shall be drilled in a non-critical area of the roll bar hoop to facilitate verification of wall thickness.
- 3.0.4 Where bolts and nuts are used, the bolts shall be at least 3/8 inch diameter SAE Grade 5.

4.0 FABRICATION

- 4.0.1 One continuous length of tubing shall be used for the main hoop member with smooth, continuous bends and no evidence of crimping or wall failure.
- 4.0.2 All welding shall be of the highest possible quality with full penetration. Arc welding, particularly heliarc, shall be used whenever possible. Alloy steels shall be normalized after welding.

5.0 BRACING

- 5.0.1 Two fore/aft braces with tubing of dimensions of at least that required for the main hoop itself shall be installed.
- 5.0.2 Diagonal lateral bracing of tubing equal in dimension to the tubing of the main hoop shall be installed to prevent lateral distortion of the main hoop. In most cases, a lateral brace from the bottom corner of the main hoop on one side to the top corner of the main hoop on the other side is sufficient.
- 5.0.3 The fore/aft bracing shall be attached as near as practical to the top of the main hoop, no more than 6 inches below the top, and at an included angle of at least 30 degrees.

6.0 MOUNTING PLATES

- 6.0.1 In Cars with frame type construction, the roll bar and braces shall be attached to the frame of the Car wherever possible. Mounting plates attached to the frame, regardless of whether welded or bolted, shall be at least 3/16 inch thick.
- 6.0.2 In the case of Cars with unitized or frameless construction, or Cars with frames where frame mounting of the roll bar and braces is impractical, mounting plates shall be used to secure the roll bar structure to the floor of the Car. The minimum mounting plate area shall be 20 square inches. The important consideration is that the loads be distributed over as large an area as possible and as close to vertical structures as possible.
- 6.0.3 Mounting plates bolted to the structure shall not be less than 3/16 inch thick with a backup plate of equal size and thickness on the opposite side of the panel with the plates through-bolted together.
- 6.0.4 Mounting plates welded to the structure shall not be less than 0.080 inch in thickness. Wherever possible, the mounting plate should extend onto a vertical section of the structure such as a door pillar.

7.0 REMOVABLE ROLL BARS

- 7.0.1 Removable roll bars and braces shall be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another tube to facilitate removal, the removable portion shall fit tightly and shall bottom on the permanent mounting, and at least two bolts shall be used to secure such a joint. The telescope section shall be at least eight inches in length.

EXTRACT OF THE AGREEMENT BETWEEN MINDEN HILLS AND THE KINSMEN CLUB OF MINDEN, INC.

"BE IT RESOLVED that the parks, Recreation, Culture and Public Relations Committee recommends to Council that permission be granted to The Kinsmen Club of Minden Inc. to hold the Ontario Region Ice Racing Series at the Minden Fairgrounds, during the 2013 winter season, subject to suitable water supply arrangements, provided that:

1. The Club files in the office of the Clerk, at least ten (10) days prior to each event, a copy of the liability insurance policy in effect for the activity adding the Municipality as an additional insured party.
2. The grounds are left in a clean and tidy condition;
3. All ice racing warm-ups and racing does not commence on Sundays until after 12:00 o'clock noon, and that the parking areas and Municipal roadways are not used by the participants for warm-ups or practice runs.
4. All vehicles are removed within two (2) weeks of the last race."

Note: The above agreement may be subject to change.