CANADIAN AUTOMOBILE SPORT CLUBS
ONTARIO REGION
2027
ICE RACE REGULATIONS (DRAFT)

November 10, 2026

Regulations

2027 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 **ice race** 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.

~~Please note there may be COVID, or other, protocols and Regulations that may be designated by the Town of Minden, CASC-OR or the Province of Ontario~~

~~October 23, 2024~~

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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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Accommodation List – to be published by CASC-OR Memo
Schedule and Daily Race Rotation – to be published by CASC-OR Bulletin
Entry Form via Motorsportregs.com (CASC Ontario Region - Ice Racing)
Please Enter Online

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ICE RACE REGULATIONS 2027

1.0 AUTHORITY, PURPOSE AND APPLICATION

1.1 PURPOSE

These Regulations establish the minimum requirements for the orderly and consistent conduct of the CASC Ontario Region Ice Race Series.

1.2 APPLICATION

These Regulations apply to every organizer, official, competitor, driver, passenger, crew member, vehicle and on-track activity conducted under a CASC-OR ice race permit.

1.3 GOVERNING DOCUMENTS

An event must comply with the following documents, in descending order of authority:

1. Applicable law;
2. CASC-OR bylaws and policies;
3. The CASC-OR General Competition Regulations;
4. The event permit and approved supplementary regulations;
5. These Ice Race Regulations; and
6. Authorized bulletins or instructions.

1.4 CONFLICT OR AMBIGUITY

During an event, the Clerk and Steward will interpret an ambiguity, subject to the protest and appeal procedures in the governing regulations. An event bulletin may clarify a requirement but must not improperly override a higher governing document.

1.5 PARTICIPANT RESPONSIBILITY

Participation signifies acceptance of the governing documents. Publication, inspection or compliance does not create a warranty or guarantee of safety. Each participant remains responsible for personal conduct, equipment and vehicle condition.

1.6 DEFINED TERMS

- **Must** and **shall** state mandatory requirements.
- **May** grants discretion.
- **Should** states a recommendation.
- **Car** means a competition vehicle.
- **Competition** means an on-track competitive session.
- **Event** includes registration, inspection, practice, racing and related authorized activities.

2.0 SERIES GOVERNANCE AND OFFICIALS

2.1 SANCTION AND PERMIT

Every event must be conducted under a permit issued by CASC-OR.

2.2 SERIES ADMINISTRATION

CASC-OR administers the championship with its member clubs. The Ice Race Director coordinates the series, issues authorized information and consults the Ice Race Committee when clarification is required.

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2.3 REQUIRED OFFICIALS

Each event must have a Clerk, an Event Scrutineer and a CASC-OR-appointed Steward. The Clerk, Scrutineer and assistants must hold a minimum Grade B CASC-OR license. One person may hold more than one role, except the Clerk and Steward must remain independent. Assistant Clerk does not require Grade B license, and may also hold more than one role, including Steward.

2.4 CLERK

The Clerk controls the event from the start of activities until the protest period expires. The Clerk must:

a) Verify compliance with the governing regulations;
b) Confirm that officials are at their posts;
c) Communicate official instructions;
d) Prevent ineligible participation;
e) Report incidents;
f) Inspect the course or appoint a deputy;
g) Obtain Steward approval for schedule changes;
h) Receive protests;
i) Arrange impoundment when required; and
j) Complete all required reports.

2.5 STEWARD

The Steward exercises the authority assigned by the General Competition Regulations, reviews requests for action, oversees hearings and decides matters within the Steward's jurisdiction.

2.6 SERIES SCRUTINEER

The Series Scrutineer approves seasonal scrutineering licences and assists the committee in setting the car and tires eligibility rules.

2.7 EVENT SCRUTINEER

The Event Scrutineer must:

a) Check occupant safety equipment and vehicle compliance;
b) Conduct requested inspections;
c) Report accepted and rejected vehicles in writing;
d) Refer studded-tire questions to the Series Scrutineer; and
e) Act as Judge of Fact for technical matters.

2.8 CHIEF ICE RACE INSTRUCTOR

The Chief Instructor manages offsite and onsite rookie training, updates and manages the Rookie Rules Quiz and keeps records of the rookies and quiz completion.

2.9 PARTICIPATION BY OFFICIALS

A Clerk may compete only when a licensed Assistant Clerk is announced and available. A Steward may compete only when an announced replacement is available. An official who competes must not decide a disciplinary matter arising from that competition, except as a witness.

3.0 EVENT APPROVAL, INSURANCE AND EMERGENCY READINESS

3.1 INSURANCE

The organizer must obtain the insurance required by CASC-OR for competitors, crews, officials, sponsors

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and other covered participants.

3.2 WAIVERS

Drivers, passengers, officials and pit crew must complete the CASC-OR-approved electronic waiver before participating. A driver must identify each passenger during registration and provide the information required by the registration system. A minor must also have the prescribed minor waiver.

3.3 ICE AND COURSE CONDITIONS

No representation or guarantee of ice safety is made by CASC-OR, the organizer, the Township, the Minden Kinsmen Club or an official. The Clerk and Steward may stop, delay, alter or cancel activity where conditions are deemed unsafe.

3.4 COURSE DIMENSIONS

The track should be at least 8 m wide. Under exceptional conditions the Clerk and Steward may approve a narrower track. Exterior snowbanks must be at least 1 m high and 1.5 m wide.

3.5 MEDICAL READINESS

During competition, an approved physician, registered nurse, EMT, paramedic or equivalent must act as Chief Medical Officer and must not compete. A dedicated suitable medical vehicle must carry the specified life-support, immobilization, first-aid and fire equipment.

3.6 RECOVERY AND FIRE READINESS

The organizer must provide:

a) A suitable recovery vehicle
b) Towing equipment (CASC – tow rope and soft shackle)
c) A broom, shovel and bucket
d) The specified fire extinguishers (supplied by CASC)
e) A working means of contacting 911.

Required 10lb extinguishers must be positioned at:

- Each marshal/light station;
- The infield tower;
- The track exit; and
- The mock grid.

If extinguishers are discharged and cannot be replaced, the Steward must approve their redistribution before activity continues.

3.7 EVENT STATUS

Organizers must advise the Ice Race Director of a possible status issue by Thursday noon. The go/no-go status of the event will be communicated through the official website, and may be communicated via registration platform and authorized social media on or before Friday noon before the event.

4.0 ENTRY, LICENSING, DRIVERS AND PASSENGERS

4.1 DRIVER LICENCE

A driver must hold a CASC-OR Driver C licence or a higher recognized competition licence, unless participating under an authorized Weekend Pass. To collect championship points, the driver must also hold the required CASC-OR club membership.

a) Applicants shall be 16 years old or older and possess a valid provincial or state driving license

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b) Applicants younger than 16 may be accepted if the meet the following requirements:
   i) possess a CASC Class B license from the season prior
   OR
   ii) have achieved their fifteen birthday before the last day of the CASC-OR Ice Race Championship
   iii) produce a valid karting license issued by ASN Canada or ASN affiliate
   iv) proof of competition in at least two full seasons of ASN-sanctioned kart racing
   v) have successfully completed a CASC-OR recognized Race driving school
   vi) these requirements must be validated through CASC-OR

4.2 REGISTRATION DOCUMENTS

At registration, a driver must produce the required competition credential and a valid provincial, state or international road licence. Drivers under 18 must have the prescribed written parental or guardian consent.

4.3 ROOKIE STATUS

A driver who has not previously competed in the CASC-OR Ice Race Series is a rookie and must complete the rules quiz and on-site rookie school.

4.4 WEEKEND PASS

A driver without a current competition licence may purchase an authorized Weekend Pass for each event. The driver must:

a) Complete the required quiz and/or training, if a rookie
b) Meet the competition-number requirements
c) Meet any passenger requirements
d) Purchase a separate pass for each event.
e) Driver must be over 16 and hold a valid provincial or state driving license.

A Weekend Pass holder does not score class or championship points. Fees and upgrade deadlines must be stated in the annual bulletin rather than in these Regulations.

4.5 INEXPERIENCED DRIVERS

It is recommended that inexperienced drivers have a passenger with ice-racing experience during their on track sessions.

4.6 PASS UPGRADE

A pass holder may apply for a full licence by the annual deadline. Earlier competition results will not be rescored; points begin on the approved effective date. Previous pass fees are not refundable unless an annual bulletin expressly states otherwise.

4.7 PASSENGERS

One passenger is permitted in every class. Each passenger must be registered, sign a waiver, properly seated and restrained, and must wear an approved helmet.

4.8 MINOR PASSENGERS

A passenger must be at least 9 years old. A passenger aged 9 through 13 may ride only with a parent or legal guardian and must use a properly fitted four-point harness; a five-point harness is strongly recommended. The passenger's helmet must carry the required driver-number identification. A passenger aged 14 and up may ride with any eligible driver after completion of the required waiver.

5.0 HOW AN ICE RACE EVENT RUNS

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5.1 BEFORE ARRIVAL

The driver must:

a) Register for the event online;
b) Complete all required waivers online;
c) Obtain the required licence or pass;
d) Register a competition number; and
e) Prepare the vehicle for its class.

5.2 AT REGISTRATION

Officials verify credentials, passenger information and waivers. A car or driver that is not eligible must not enter the track.

5.3 TECHNICAL INSPECTION

The car in race trim with number board, tires, occupant restraints and helmet must pass inspection before the first on-track session of the season. A seasonal sticker does not prevent reinspection.

5.4 DRIVERS' MEETING

A mandatory meeting will be held at the posted time. Chief officials must attend. A five-minute paddock warning will be given.

5.5 PRACTICE

Practice begins under full-course yellow. Cars must proceed slowly until the yellow condition is withdrawn and green is displayed. Rubber-to-ice and street-stud cars must not practice or race together.

5.6 GRID

The organizer determines each weekend's non-points-heat grid by random computer selection or draw. A driver may elect to start at the rear. Points heats use the previous heat's finishing order, regardless of class. Late entries and late arrivals start at the rear. If additional time is required between sessions to change tires, it is the competitor's responsibility tell the grid marshal. It is the grid marshals responsibility to inform the rest of the grid.

5.7 START / FINISH LINE

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.

5.8 START

Races use a standing start. The Starter will raise the green flag, hold the flag steady, the race will start when the flag waves vigorously. Grid spacing must be at least 2 m side-to-side and 3 m front-to-back, without staggering.

5.9 RACE

Drivers must obey all signals, preserve racing room, avoid contact and make passes safely. Deliberately using snowbanks to redirect the car is prohibited.

5.10 FINISH

The checkered flag ends the race, regardless of the number of laps completed. Classification is based on completed laps and order of completion. A car must complete at least 60% of the class winner's laps to be a finisher and has two minutes after the winner's checkered flag to complete a started lap.

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5.11 RESULTS

Provisional results must be posted within 30 minutes and remain provisional for at least 30 minutes. They become final if no valid protest or appeal is pending. Drivers are advised to check the posted results well in advance of their next race. Once the next race has been started, results of previous races cannot be changed.

6.0 VEHICLE PREPARATION PATHWAY

6.1 LEVEL 1 — SAFE CONVERSION OF A STREET CAR

A street-based car may be prepared without extensive performance modification. At minimum:

a) Remove road plates and loose or breakable exterior trim, as required
b) Disable the horn and airbags
c) Cover the positive battery terminal
d) Install front and rear recovery points (this can be a strap or chain loop that is attached to something strong)
e) Provide compliant rear running and brake lights
f) Retain a sound windshield and functioning wipers
g) Secure the seats, battery, fuel system, exhaust and all interior items
h) Fit compliant tires
i) Provide a registered number board
j) Ensure every occupant has a proper seat, head restraint, belt and helmet.

6.2 LEVEL 2 — STANDARD ICE RACE PREPARATION

The body must retain the production car's general appearance and dimensions. The chassis and suspension design must remain stock, although springs and shocks may be changed without changing their number or type. Engines, transmissions, differentials, induction and internal components may be modified within class limits. Alternate body panels, flared fenders, interior removal, ballast and competition seats are permitted where they meet the detailed requirements in this Part.

6.3 LEVEL 3 — MODIFIED OR SPECIAL CAR

A car that does not meet the production-body or stock-chassis provisions is a Modified or Special, but must comply with every other applicable vehicle and safety rule. It runs with Class 1 and is scored separately when the annual class structure provides for it. The Series Scrutineer should be consulted before construction.

6.4 PRE-BUILD REVIEW

Pre-build technical guidance is required before undertaking any of the following:

- Installing a roll structure;
- Installing a non-stock bumper;
- Relocating the fuel system;
- Installing an interior radiator;
- Using an alternate roof arrangement;
- Making a major body change; or
- Using an unusual tire.

Prior discussion does not replace inspection or guarantee approval.

7.0 VEHICLE CONSTRUCTION AND EQUIPMENT RULES

7.1 BODY AND ROOF

- Hoods, fenders, trunk lids and removable roofs must be installed.

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- Open/roofless cars are prohibited.
- A convertible must have a permanently attached hardtop and compliant roll cage.
- A metal Targa roof may run without a cage only when secured by its original locks and metal-to-metal fasteners not more than 6 in. apart.
- An aftermarket glass, plastic or acrylic sunroof must be replaced by a solid metal panel.
- An OEM glass sunroof may remain only when the complete factory assembly is secure, the glass is fully covered with automotive retention film, and any interior closure is secured or covered with automotive retention film.

7.2 CHASSIS AND SUSPENSION

Chassis substitution or extensive chassis modification is prohibited for standard cars. Suspension type and design must remain stock. Springs and shock absorbers are free, but their number and type must not change.

7.3 POWERTRAIN AND FUEL

- Commercially available fuel is required.
- Engine, transmission, differential, capacity, internal components, induction and forced induction are free within class limits.
- A firewall must separate the fuel tank from both the occupant and engine compartments.
- The tank must minimize leakage when inverted.
- A fuel filter inside the occupant compartment must be metal.
- Approved fuel line must be secured at intervals not exceeding 40 cm.

7.4 EXHAUST AND NOISE

The exhaust must exit beyond the body and behind the occupants, be securely supported, and use a muffler. Maximum noise is 109 dBA at half redline and three throttle blips, measured 20 in. from and 45 degrees to the outlet using an A-weighted meter.

7.5 BRAKES, WHEELS AND TIRES

Each wheel must have a functional brake. Brake pedal will be checked at tech for firmness and must not travel to the floor. The car must have four wheels and four tires, all clearly within the fender openings. Tire requirements are stated in Part 9.

7.6 OCCUPANT COMPARTMENT

- Seats and head restraints must be securely mounted.
- There must be no sharp interior edges.
- A passenger grab handle is required.
- A battery in the occupant compartment must be securely mounted in a marine-type box.
- An interior radiator must be isolated by a firewall.

7.7 BALLAST

Ballast must be inside the vehicle structure and securely bolted or welded to the chassis or body. Exterior ballast is prohibited.

7.8 VISIBILITY AND OPENINGS

- Side windows must be closed.
- If a side window is absent, an SFI 27.1 or approved equivalent net must be installed for each occupant.
- Window nets must open downward and follow Appendix B.
- Only OEM tint is permitted.
- The windshield must be laminated glass or polycarbonate.

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- The windshield must provide an unobstructed view and remain installed during on-track sessions.
- Front wipers must work.
- At least one rear-view mirror is required.

7.9 LIGHTS

The car must have one rear-facing amber(orange/yellow) or white 55 W halogen light or equivalent LED running light and two rear-facing 24 W or equivalent brake lights. The running light must be on during racing. A failed light must be repaired before the next session unless officials prohibit continued running immediately due to conditions.

7.10 RECOVERY POINTS

A front and rear tow point with at least a 2 inch opening is required. A point must be strong, clearly accessible and must not protrude beyond the body.

7.11 BUMPERS

Bumper covers are recommended but optional. A removed bumper cover requires removal of exposed brackets and protrusions while retaining body protection for the fuel tank. Any bumper used must be securely mounted and unable to hook another car.

The bottom of the front and back structural bumper bar (rebar) shall be between 305mm (12”) and 457mm (18”) from track level with the car in race ready condition. There must be a visual means of verifying the structural bumper height, either from access under the car or a hole drilled in the bumper.

Non-stock bumpers must meet the dimensional, height, rounded-end, smooth-surface and resilient-cover requirements in Appendix F.

7.12 OTHER EQUIPMENT

- Manufacturer side-impact beams must remain.
- Pre-1972 cars without manufacturer side-impact beams require equivalent protection.
- Mud flaps are optional but must be secure. Recommended for street stud class
- Mud flaps must extend no more than 0.5 in. beyond the bodyline and remain at least 2 in. above the track with the driver aboard.
- Airbags must be disabled (airbag light should be on, or the airbag removed)
- Lithium-ion batteries are prohibited.
- A phone, camera or recording device, if used, must be securely mounted and approved by the Scrutineer.

8.0 OCCUPANT SAFETY EQUIPMENT

8.1 SEAT BELTS

Every occupant must wear a fully functioning, OEM or better, three-point belt or approved harness whenever the car is on track. Webbing at least 47mm wide, and free from tears, cuts or damage. A passenger aged 9 through 13 requires a four-point harness; a five-point harness is strongly recommended.

8.2 HELMETS

Each driver and passenger must wear an undamaged helmet bearing an accepted certification. The following are acceptable:

- Snell 2010 M or SA and newer (required for cars with full roll cage)
- ECE 22.5 manufactured in 2015 or later,

8.3 ROLL PROTECTION

A roll cage is mandatory for a car without a permanently fixed steel roof, subject to the Targa exception in 7.1. Roll bars and cages must comply with Appendix C and receive Scrutineer approval. Note helmet rule for

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cars with full roll cage.

8.4 RESPONSIBILITY

Inspection does not transfer responsibility. The driver is responsible for the mechanical condition of the car, and each helmet owner must follow the manufacturer's replacement and post-impact instructions.

9.0 CLASSES, TIRES AND NUMBERS

9.1 RUBBER-TO-ICE CLASSES

- **Class 1:** Rear-wheel drive; up to 5000 cc; under 4801 mm overall length.
- **Class 2:** Front-engine/front-wheel drive; up to 3000 cc; under 4801 mm overall length.
- **Class 4:** Specials, Modifieds and four-wheel drive; up to 4000 cc; under 4801 mm overall length.

Only unibody vehicles are eligible. Full-frame vehicles are prohibited.

9.2 SECOND-DRIVER CLASSES

- **Class 11:** Corresponds to Class 1.
- **Class 12:** Corresponds to Class 2.
- **Class 14:** Corresponds to Class 4.

9.3 STREET-STUD CLASSES

SS1, SS2 and SS4 correspond to Classes 1, 2 and 4. SS11, SS12 and SS14 are the corresponding second-driver classes. On-demand four-wheel drive runs in Class 4 or SS4. A car must run in the class it meets and may not enter a lower class.

9.4 RUBBER TIRES

A commercially available DOT-approved rubber tire may be used. Materials must not be inserted or applied. Manufacturer-embedded materials other than studs are permitted. Tread cutting, trimming and tractionizing are permitted; tractionized tires are required for rookie school.

9.5 STREET STUDS

Only a factory-studded, DOT-approved tire listed in Appendix E or approved in advance by the Series Scrutineer may be used. A tire marked as "Studdable" is considered not factory studded. Tire tread and studs must not be cut, ground, altered, supplemented or replaced. The first offence results in loss of weekend points; a subsequent offence is referred to the Steward.

9.6 COMPETITION NUMBERS

Numbers belong to drivers, must be registered and must be from 2 through 199, except number 1 may be awarded to the previous season's overall champion.

A roof board must display the number from both sides and include a forward-facing panel. Side digits must be at least 10 in(25cm). high with a stroke at least 1.5 in (3.8cm).; the forward-facing number must be at least 4 in.(10cm) high. Boards must be white with neat black painted or vinyl numbers.

9.7 ROOKIE INDICATOR

A rookie must display a rear-facing 5 in. orange triangle on white.

10.0 TECHNICAL INSPECTION AND CONTINUING COMPLIANCE

10.1 INITIAL INSPECTION

Before its first on-track session of the season, every car must be presented in clean, complete race trim with

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its wheels, tires, occupant equipment and helmet. An inspection/tech sticker must remain visible.

10.2 SCOPE

Inspection may include:

- Vehicle identity and class;
- Body and roof;
- Bumpers and recovery points;
- Wheels and tires;
- Brakes, steering and suspension;
- Fuel and exhaust systems;
- Battery and firewalls;
- Seats, restraints and helmets;
- Visibility and number boards;
- Lights and roll protection; and
- Loose-item control.

10.3 REINSPECTION

The Scrutineer may inspect a car, tire or helmet at any time, including after an incident, repair, material change or suspected non-compliance.

10.4 FAILURE

The Scrutineer must record the reason for rejection. The Clerk must prevent the car or occupant from entering the track until the defect is corrected and acceptance is confirmed.

10.5 IMPOUNDMENT

The Clerk may direct a car, component or tire to be impounded for inspection. A participant must cooperate and must not remove or alter the item without authorization.

11.0 PADDOCK, TRACK ACCESS AND ENVIRONMENTAL CONDUCT

11.1 PADDOCK SPEED

The maximum paddock speed is 8 km/h. Testing, practice and warm-up may occur only during an authorized track session.

11.2 PROPERTY RESTRICTION

An ice race car must not leave the fairgrounds onto Bobcaygeon Road under its own power. A breach results in exclusion from the series.

11.3 OVERNIGHT SECURITY

A car left at the venue must have its keys removed and be disabled using at least one of the following methods:

- Remove the battery;
- Remove one or more wheels;
- Use a hidden ignition switch;
- Use a steering lock; or
- Secure a chain through vital components.

11.4 POLLUTION PREVENTION

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Participants must prevent litter and fluid releases, keep absorbent material available, contain spills and remove used fluids for lawful disposal.

11.5 NON-COMPETITION ACCESS

A car may enter the track outside competition only with permission from the Clerk or Minden Kinsmen and only during the published hours.

11.6 VEHICLE REMOVAL

A vehicle remaining 14 days after the last race may be removed at the competitor's expense.

12.0 MARSHALLING, SIGNALS, RACE CONTROL AND CONDUCT

12.1 MARSHALLING

The location of the Marshal Station and Light Positions shall be approved by CASC-OR. Marshals shall be responsible for flagging and/or light control communications, to maintain a safe course by:

a) Informing Drivers, through flags or light 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.

12.2 FLAGS AND LIGHT SIGNALS

a) **Yellow**: A steady, waved or flashing yellow means danger, reduce speed and DO NOT OVERTAKE from the signal until two car lengths beyond the hazard. If the hazard clears the yellow will be withdrawn. If the hazard remains, the signal progresses from waved/flashing for one lap to steady for one lap, then is withdrawn. Be aware that the hazard may still remain in that zone.

b) **Red**: The session is stopped. Cars must stop safely at either side of the track while keeping the centre clear for emergency vehicles. A later yellow directs cars to proceed slowly to the front straight for instructions.

c) **Green:** Starts or resumes racing, or disappearance of dangerous situation previously indicated by a yellow.

d) **Checkered**: Checkered ends the race or session.

e) **Black-and-White Diagonal Flag**: Shown with a car number warns of observed unsportsmanlike conduct. It is a warning. Continued conduct may result in a black flag.

f) **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.

g) **Black flag with Orange Disk**: Shown at the Start/Finish line accompanied by a number. A potentially dangerous mechanical condition exists; report to the infield pit lane.

h) **Black flag with an "ALL" board and Full-Course Yellow**: The current session has been halted and all drivers shall return to the Start/Finish straight for further instructions

i) **Race Distance signals from Start/Finish:**

- **Halfway** - Crossed furled green and yellow flags indicate halfway.
- **Two Laps Left** - Two furled flags pointed up and alternately moved up and down
- **Last Lap** - An "LL" sign.

12.3 CONES

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When used on the track, cones define the track edge. A driver must not deliberately strike them or drive between them and the snowbank. When cones are introduced, a familiarization lap is required.

12.4 DISABLED VEHICLES

During on track sessions:

- Occupants of a car stuck or disabled must remain belted and helmeted in the car until officials direct otherwise.
- No person may enter the active track near a disabled car.
- A car may leave only through the authorized infield pit route.
- At the end of the session, the vehicle may exit the track at the exit to the paddock.

12.5 RESTART

A red-flagged race restarts if the leader completed less than 80% of the scheduled distance. If fewer than two were completed laps, use the original grid without gaps and rerun the full race. More than two completed laps, use a single-file standing start in the running order at the leader's last completed lap.

12.6 DRIVER CONDUCT

- Drivers must avoid contact, preserve racing room and avoid abrupt blocking moves.
- The overtaking driver is responsible for initiating and completing a safe pass.
- A driver being overtaken must not deliberately impede the pass.
- Persistently driving into, bouncing off of or rebounding off snowbanks is not permitted and will be considered unsportsmanlike conduct.
- Drivers are responsible for their actions and the actions of their crew. All due respect will be given to other competitors and officials at all times.

13.0 INQUIRIES, PROTESTS AND APPEALS

13.1 INQUIRIES

A driver or official may submit a written inquiry, on an Inquiry Form, to request review of poor conduct, results or an official action. No fee is required and no specified penalty may be demanded. The Clerk may investigate and act within the Clerk's authority. Results or decisions will be made known to the inquirer. The Form will be kept as the official record.

13.2 PROTESTS

A protest is the formal process used when a competitor wants a ruling or penalty. It requires the applicable protest fee ($50) and must be used for vehicle or tire eligibility issues. The Inquiry Form may also be used to submit a protest if the protest fee is included. The Clerk may also use the form as a Request for Action. Any protest or appeal shall follow the procedures in the CASC-OR General Competition Rules.

13.3 PENALTIES

A penalty or suspension imposed under another CASC-OR discipline (Time Attack, Road Racing, Autoslalom) may affect Ice Race participation (licence suspension, etc) and vice versa.

13.4 APPEALS

Penalties are open to appeal with a fee of $100. The process followed is found in the CASC-OR General Competition Regulations. Section 8.

14.0 RESULTS, SCORING AND AWARDS

14.1 CHAMPIONSHIP ELIGIBILITY

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Championship points are awarded to an eligible driver, not a car. A driver may change cars without losing accumulated points.

14.2 DIVISIONS

The championship consists of Rubber-to-Ice, Rubber-to-Ice Second Driver, Street Stud and Street Stud Second Driver divisions.

14.3 POINTS

Points are awarded by finishing position.

- With three or more finishers,

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

- With two competitors, first receives 17 points and second receives 15 points.
- With one competitor, the competitor receives 13 points. Only a classified finisher scores points.

14.4 OVERALL CALCULATION

A division overall championship uses the driver's best class, measured as the 'percentage of a perfect score' to account for class-specific cancellations.

14.5 ROOKIE SCORING

Rookies score toward the Rubber-to-Ice Rookie Championship in any Rubber-to-Ice class they run in, and toward the Studded Rookie Championship in any Studded class they run in. If a rookie enters more than one class in the same division on a day, the score that counts is from the class where the rookie is most active during the season. If that class was not entered for that day or weekend, the second most active class will be used.

14.6 THROWAWAYS

- 21–28 races scored, discard four results.
- 17–20 races scored, discard three results.
- 13–16 races scored, discard two results.
- fewer than 13 races scored, no results are discarded.
- An exclusion may not be discarded.

14.7 TIES

Resolve a tie by the greatest number of higher finishes, then the best discarded result. If still tied after all results are included, declare a tie.

14.8 AWARDS

The Ice Race Series shall be run by CASC-OR and member clubs for awards determined by championship points unless otherwise defined. A class must average at least three entries per race day to qualify for a class trophy and overall points.

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 Tom Prentice. 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)

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e) Rookie of the Year (rubber to ice) (1st vs 2nd driver classes – only one?)
Permanent trophy donated by Less Rice and Bob Attrell. Keeper by CASC-OR

f) Rookie of the year (street studs) (1st vs 2nd driver classes – only one?)

g) Anson, Hinden & Minden Sportsperson of The Year
Donated by the Municipality of Minden Hills. Keeper by CASC-OR

h) Andy Hughes Memorial Trophy – A permanent trophy in Memory of Andy Hughes, donated by British Automotive Racing Club – Ontario Centre. 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. Please pass any suggested nominees to a BARC member.

i) 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.

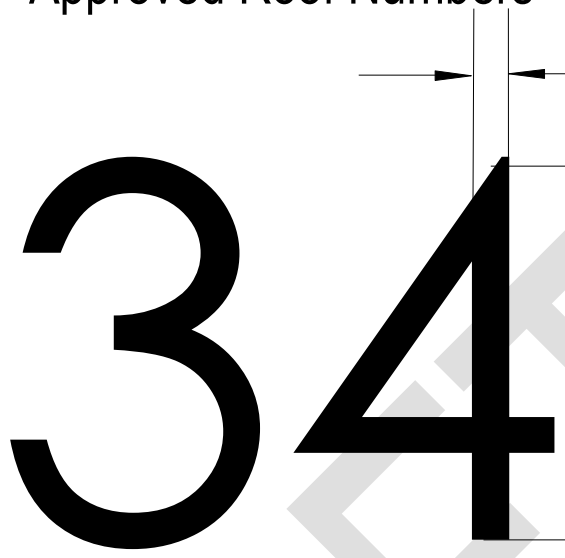
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APPENDIX A: NUMBERS

Approved Roof Numbers

Black #s
on
White Board

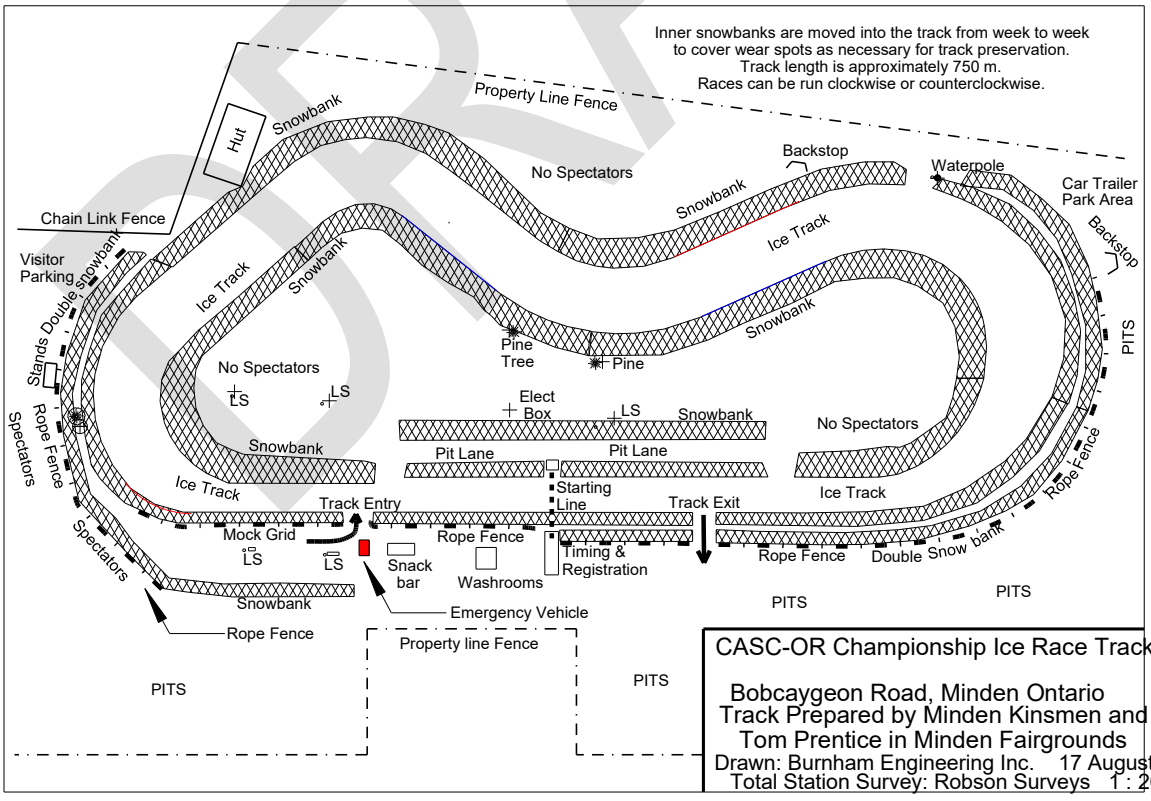


Stroke Width:
1.5" (38mm) or more

Height:
10" (250mm) or more

Recommended Numerals: Futura Hv BT

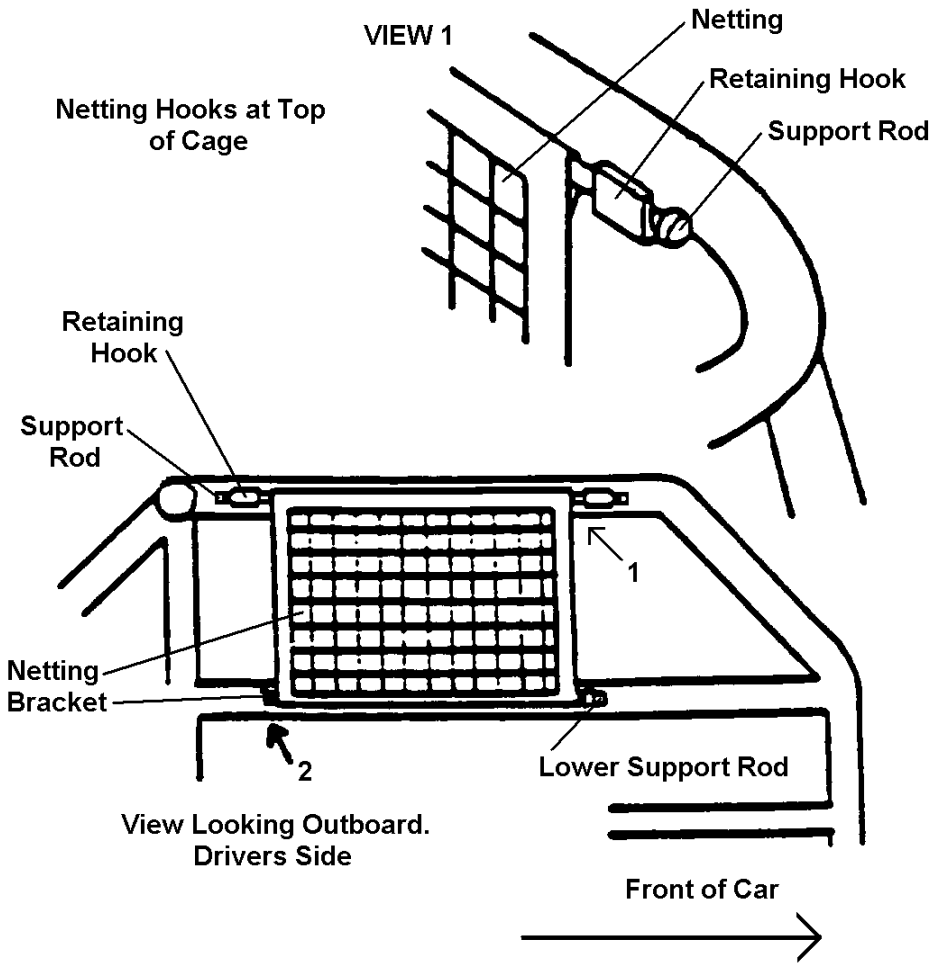
0 1 2 3 4 5 6 7 8 9

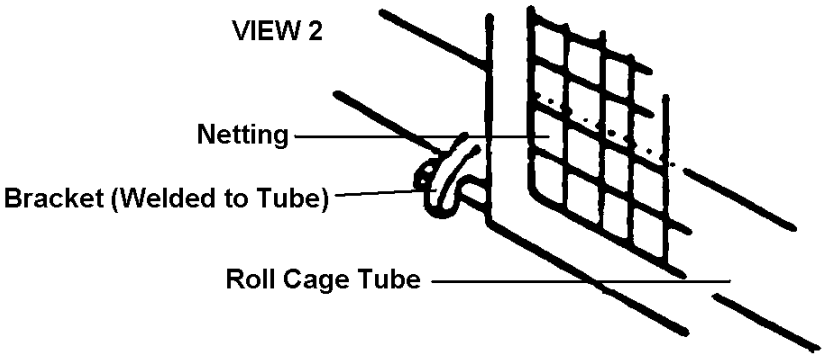


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APPENDIX B: WINDOW NETS





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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 No driver	Roll Bar		Roll Cage	
	Mild Steel	Alloy Steel	Mild Steel	Alloy Steel
Under 1500 lbs.	1.5 x .120	1.375 x .090	1.375 x .095	1.375 x .080
1500-2500 lbs.	1.75 x .120	1.625 x .095	1.500 x .095	1.375 x .095
Over 2500 lbs.	2.25 x .120	2.00 x .095	1.500 x .120	1.500 x .095 or 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

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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.

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APPENDIX D: SPECIALTY CLASSES

Drift Group:

This will be a non-contact run group. We recognize that we're driving on ice, but contact will be penalized at the discretion of the Drift Group Organizer. If CASC officials observe concerning or unsafe behavior, they will bring it to the attention of the Drift Group Organizer.

The Drift group will run the same number of sessions as the other race groups, as per the schedule.

The following are the allowed exceptions to the Ice Race Regulations:

a) These cars cannot run with our other groups, unless they confirm to the ice race prep rules.

b) The cars brought for this session may be modified, at the discretion of the Group Organizer.

c) If the car is licensed for road use, both the front and rear license plates must be removed.

d) Cars must run street stud tires per Ice Race Regulations 2.5.2 Street Studs and Appendix E: Approved Street Stud Make & Model.

e) Air bags to be disabled by removing the fuse or the module.

f) Lights can remain installed and be working. All cars will always run with their lights on. The "extra" rear facing running light is not required.

g) All exterior lights must be covered by transparent tape or vinyl (i.e. we have to be able to always see your lights when you are on track)

h) Tow hooks are recommended front and rear. If hooks are not installed, we will use a large hook and look to attached to some component on the underside of the car (likely suspension) to pull you out of a bank.

i) Original seat belts shall be in good working condition and used while the vehicle is on the racetrack.

j) Drivers must wear helmets during their run sessions.

k) Numbers will be displayed on both sides of the car's windows, as well as in the upper right-hand corner of the front and rear windshields. Numbers should be printed in black ink, as large as possible on an 8.5 x 11 piece of paper and secured so that they will remain in place for the entire event.

l) Windows will remain closed during the sessions.

Session Runs

The drift group will be divided into smaller groups of 2, 3 or 4 cars. Each group will be assigned a starting placement on the track, before one of the electronic lights, at corner 1, 2, 3, 4, and or 5. On the out lap the groups will go to the assigned corner/starting position under a yellow light/flag. When all cars are in place and stopped, the light will turn red. The red light is turned off and within 5 sec the green light will be displayed and the session will begin. (this is done by a single switch in the marshalling stand).

The cars will run the allotted laps and session will cease when the checkered flag is waived. Half-way and Last Lap boards/signals will be shown for the group.

The Drifter group will not be scored for the CASC Ice Racing Championship or for a Class Championship

We will set up a few Drift Group awards scored based on driving style per the Drift Group Organizer – details to follow.

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APPENDIX E: APPROVED STREET STUD MAKE & MODEL

STREET STUD TIRES:

The following brands are approved for all Street Stud Classes:

- Nokian Hakkapeliitta 10;Nokian Hakkapeliitta 9
- Maxxis NP5-PS;
- Nankang SW-9;
- Hankook iPike RS2 W429;
- Westlake IceMaster Spike Z-506
- Michelin X-Ice North
- Toyo G03 Ice

Disclaimer: The Series Scrutineer has reviewed these six factory-studded tire brands for rule eligibility only. We have not tested their performance and do not endorse any specific brand. Competitors are responsible for choosing suitable, compliant tires.

If you would like to use a brand not on the approved list please contact the Ice Race Scrutineer for approval.

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APPENDIX F: NON-STOCK BUMPER DIMENSIONS

All non-stock 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 (e.g. 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 150mm. 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) Bumpers are not battering rams and are meant to protect fragile areas of the vehicle.

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