

GREAT LAKES ICE RACING 2011 RULES OF RACING

Welcome to the **GREAT LAKES ICE RACING POINT SERIES CHAMPIONSHIP.**

***Mission Statement:** To promote safe and competitive racing and good sportsmanship.*

Membership Fees: Annual Membership is required for all riders at \$40.00
One time membership will be given at \$25.00
Family Membership is \$50.00 (husband, wife, and children)
Classes are \$15.00 per class
Junior classes will be \$15.00 for first class, \$10.00 for each additional class

Family Includes: Husband and wife or legally binding partner of such adult.

Children, step children or adopted children of legal adult up to 18 years old or children up to 21 years old who are full time students enrolled in college.

(Such children 21 and older are considered single in membership regardless of where they may reside-See note below.)

Family Does Not Include: Children, step children or adopted children 18 or older and not full-time enrolled in college or 21 or older regardless.

Nephews, nieces or cousins.

The club has developed the following rules and appointed officers and committees. Thank you for your participation.

- **Rule #1-** All studded motorcycles are required to have front and rear wrap around ice racing fenders. Fenders must be of sturdy construction, cover the full width of the tire, so that NO screws are visible when viewed head on. The cross section of the fender must be of a curved design for more strength and better protection than a flat fender would offer. Flat cross section fenders may

be allowed on a one week grace period if inspected by an official and found to be soundly built and in good condition. The front fender must extend from the fork legs down around the front tire to a point not more than 2" higher than the axle height. The rear fender must extend from a point on the rear tire vertical from the axle down around the rear of the tire to a point not more than 2" higher than the axle height. Maximum allowed distance between fender and tire is 1 1/2".

- **Rule #2-** Any racer caught using drugs or alcohol while racing will be disqualified. GLIR reserves the right to do mandatory Breathalyzer checks on random classes just before their final. Refusal to be checked or a blood alcohol content greater than .025 will disqualify the racer. For first offense, the racer will be disqualified for that day only, but will need to be checked at each race for the next calendar year, at sign up, and before their final. If it is the second offense, they will be banned for the rest of the season and lose all points.
- **Rule #3-** All studded classes are allowed to use only screws with a single screw slot and a maximum head height of 3/16". Screws may be sharpened to a like new condition when dull, but basic shape and function cannot be modified in any way. Screws may be tipped, but screw head must still come in contact with tire and no spacers are allowed under screw head to increase effective head height. 1/4" tall screws are NOT allowed.
- **Rule #4-** All machines must have a functioning rear brake. All studded QUADS must also have working front brakes. Studded QUAD maximum width is 51".
- **Rule #5-** All studded ATV's will be required to use nerf bars that extend to the outside edge of the rear tires. We recommend that they also be used in Rubber ATV Classes. Keep outside front corners of nerf bars rounded so they will not hook another machine and function as they are intended.
- **Rule #6-** If any weights or accessories are added to any race machine, they must be securely fastened or entry may be disqualified for safety reasons. No one is allowed on the track without a helmet on race day. No traction devices on feet.
- **Rule #7-** All machines must be class legal each time they pull up to the starting line or be subject to disqualification. A rider may change machines between races as long as the replacement machine is class legal and pit steward is

notified. Then rider starts from the penalty line, or sprint cars from the longest line. Once a race is started, there can be no changing of machines. Start of race will be defined as “ the first attempted start, even if it results in a complete restart.” The top 3 finishers may be required to submit to random tech inspections.

- **Rule #8-** No traction devices or abrasive materials may be used on any tires of a rubber class machine.
- **Rule #9-** Chest protectors are recommended in all Studded ATV classes. We recommend that they be used in ALL classes. Hard-soled leather boots above the ankle will be the minimum mandatory requirement for footwear in ALL classes. Sorrel type boots will be allowed. Leather MX boots is recommended. Tennis shoes and all nylon upper snowmobile boots will NOT be allowed.
- **Rule #10-** All ATV's entered must display front and rear number plates. Studded QUADS must also display a L.H. number plate attached to the nerf bars. All plates must be mounted solidly in a vertical position, with a minimum of 6" tall numbers. All motorcycles must display front and side number plates, also a minimum of 6" tall. We require black numbers on white backgrounds for good visibility. Helmet and vest numbers are not required, but are recommended. Let's all work together and make it easier for the scorers to do their job.
- **Rule #11-** Any class with 10 or more riders, time permitting, will run a consolation race for those who didn't transfer to their final.
- **Rule #12-** Any class with less than 3 entries may either be scratched or combined with another class.
- **Rule #13-** If a rider wants to ride in more than one class, he/she must pay an entry fee in each class.
- **Rule #14-** Class jumping is allowed as long as the racer and race vehicle meets all class requirements.
- **Rule #15-** The Grand National Points System will be used for scoring and awarding championship points. For Main races, the points are as follows: 1st place- 20 pts, 2nd place- 17 pts, 3rd place- 15 pts, 4th place, 12 pts, 5th place- 10

pts, 6th place- 7pts, 7th place- 5 pts, 8th place- 3pts, 9th place- 2pts, 10th place and down- 1pt. Heat races and consi will be awarded points as follows: 1st place- 10pts, 2nd place- 9pts, 3rd place- 8pts, 4th place- 7pts, 5th place- 6pts, 6th place- 5pts, 7th place- 4pts, 8th place- 3pts, 9th place- 2 pts, 10th place and down- 1pt.

- **Rule #16-** First moto's and heat starting position will be determined by registration order. First to sign in, first pick and so on. Second moto start will be determined by finishing order in the first moto. Finals will be started according to heat finishes. 1st heat winner, 1st choice, 2nd heat winner, 2nd choice etc. Anyone transferring from consi has last choice. If we don't have enough entries to run a consi, everybody races in the final if track conditions permit.
- **Rule #17-** If two or more riders go down in the first corner, automatic restart in original order. If one rider goes down, flagman's discretion. If the race has two or more laps completed, racers will be started in order of last completed lap in single file.
- **Rule #18-** Anyone who causes a restart after the 1st lap, for any reason, or jumps on the line, will be restarted from a penalty line. Penalty line #1 and 2nd row start lines will be 30' behind the first row for studded classes, and up to 50' behind the first row for rubber classes. Penalty line #2 is 20' behind penalty line #1 in all classes. Racers starting from row #1 will go to penalty line #1 for 1st offense. If a rider commits another penalty line offense before one lap is completed, they will go to penalty line #2. Regardless of the class, all machines must be in neutral, with the offending racer's left hand on top of their helmet. Line jumping will be defined as "anyone moving before flagman raises the flag." Anyone starting from a penalty line on a restart that doesn't result in at least 1 full lap being completed, must go back to his or her penalty line on the subsequent restart.
- **Rule #19-** If the majority of the racers in a class protest the riding conduct of another rider, the first complaint will result in a verbal reprimand. The second complaint will disqualify the rider for that day. The third complaint will disqualify that rider for the remainder of the season.
- **Rule #20-** Pit racers will automatically be disqualified for the day and no entry fees returned. Pit racing is defined as "exceeding the normal walking speed of a person within 50' of any buildings, people or vehicles in race area."

- **Rule #21-** Teardown fees will be at \$100.00 for 2-strokes, and \$150.00 for 4 strokes. You have to be entered in the same class as the entrant being protested to be eligible to tear them down. Owner of the protested machine can be present at inspection and is responsible for disassembly. GLIR officials and the person measuring are the only other people allowed in the inspection area. The Board of Directors reserves the right to tear anyone down at anytime, without a tear down fee, if we feel that it is necessary. Anyone refusing to tear down without good reason will forfeit any points, money, or trophies earned that day. If the protested machine is found to be legal, the owner of the machine is allowed to keep any collected tear down fees. If the protested machine is found to be illegal, the protestor gets their tear down fee back. If it is their 1st offense of the year, the protested party gets disqualified for that race. If it is their 2nd offense, they are banned from GLIR competition for the balance of the season and are stripped of all championship points earned with that machine.
- **Rule #22-** Grievances and complaints will be handled by the Association Officers and Board of Directors present on the day of complaint.
- **Rule #23-** 2 Stroke engines being raced in a class with a displacement limit, are allowed to be overbored up to .120". If the engine has been stroked, it cannot exceed the displacement of a similar engine, with stock stroke and a .120" overbore. 4 Stroke engines may be bored and/or stroked to any size if you like, but it's ACTUAL DISPLACEMENT determines what classes it is legal to race in.
- **Rule #24-** Any racer failing to make starting line call on the initial start, or a restart, will receive 2 minutes grace before starting the class without them if the pit steward is notified. If the pit stewards are not notified, there will be no 2 minute grace period given. This policy will be used in all races, including consis. If the race is restarted with no laps completed, and a late racer arrives at the start line, they may be put back into the race. If a racer fails to get to the start line before the start of the race, they will receive last place points in the race, and be eligible to compete in a consi, if there is one in that class.
- **Rule #25-** If a racer leaves the boundaries of the racetrack during a race, they must not gain any track position upon re-entering race track, or be disqualified.
- **Rule #26-** Pee Wee and Junior class racers can have outside help until they

leave the staging area to pull up to the starting line. Once at the starting line, no assistants allowed. NO parents are allowed on the track while the race is in progress.

- **Rule #27-** Pee Wee Quad Class racers age 11 or younger. If a racer turns 12 during the season, they may complete that season. Machines being raced may not exceed 110cc, and must be **box stock**, except for jetting, tires and gearing. Aftermarket steel rims that vary from stock OEM diameter are not allowed, as long as the outside diameter of the tires does **not** exceed the OEM stock tire diameter by more than 1 inch. Quads only. Machines equipped with adjustable throttle limiters are allowed to be adjusted anywhere within OEM limits. Knobby tires only. No modifications to tires. 4-stroke engines only.
- **Rule #28-** The purpose of this rule is to encourage all racers to move up through the competitive ranks as their skills and equipment improve. Also, as the Board deems it appropriate, they may move a racer up or down in the competitive ranks **AT ANY TIME** to insure quality competition.
- **Rule #29-** The only people allowed in front of the starting line during actual GLIR competition are GLIR officials and designated line workers. Racers (including crewmembers) are **NOT** allowed to do any shoveling or sweeping at the starting line.
- **Rule #30-** GLIR officials and board members can act on any issue concerning safety at any time.
- **Rule #31-** Fuel Rule: the following are banned from GLIR competition in **ALL CLASSES**: alcohol, nitrous oxide, nitro methane. Also banned are superchargers and turbochargers. All engines must be naturally aspirated and burn pump or race gasoline only.
- **Rule #32-** The maximum sound limit allowed on all GLIR competition machines for the season is consistent with state law at 96 D.B. using the M.I.C. stationary test recognized and used by the AMA and DNR. However, due to GLIR equipment limitations and test conditions, we will allow an 8% variance. This allows you to test as high as 104 D.B. with our test and be allowed to race. Please note, however, that DNR wardens may do sound tests at some events and if you fail their 96 D.B. test, you may be issued a citation.

- **Rule #33-** Prior to 10:00 am on race day, no race engines are allowed to be started. Prior to practice on race day, no GLIR racers are allowed on the racetrack. This will improve the quality of our tack on race day.
- **Rule #34-** Every racer will wear and display a race pass in a visible area, ON YOUR PERSON, not on your machine. A race pass allows officials to know which classes you, the racer, are registered to race in. This is also to insure that each race driver has completed all necessary and mandatory release forms. Anyone caught trying to cheat this system will automatically be disqualified for the day and one week suspension. 2nd offense you will be banned for the remainder of the year, and possibly forever.
- **Rule #35-** Each rider is responsible for the actions of their family and pit crew. Any unnecessary trouble caused by these individuals puts that rider at risk for disqualification.
- **Rule #36-** No horseplay will be tolerated. Riders are responsible for keeping their pit area clean.
- **Rule #37-** The pits are to be closed to vehicles at noon. Visitors are welcome on foot, providing they observe all rules.
- **Rule #38-** Heats are lined up in the order of how you registered. Mains are lined up as to how you placed in the heat. Heats will be 6 laps. Mains will be 8 laps. The number of laps may be changed at the rider's meeting for good cause.
- **Rule #39-** Violations of any rules is cause for suspension for one or more races, as determined by the track referee.

Rule #40- No cussing, spitting, sniveling, or whining. This is a gentleman's sport.

Rule #41- Co-Driver, must register at the beginning of the season. Only one co-driver per machine. Points stay with number & machine,(team). Only one driver per race day. Both drivers need to be members to earn championship points.

Micro Sprint Rules

- **Cage**
 - 1" dia. Min.. .090 wall min. steel tube (sprint style cage)
 - Min. 4 uprights on cage per side
 - Driver must exit outside of car
 - Frame width 26" max.
 - Frame length 85" max.
 - Front & Rear axles must not exceed frame, 78" wheel base max.
- **Engine 650 twin 4-stroke class**
 - Up to 650cc parallel twin or single cylinder (up to 650cc's displacement max.)
 - No fuel injection model allowed. Engine must come from the factory with carbs. (Aftermarket carbs. are allowed)
 - Must be stock bore and stroke (clean up boring up to 1 mm. allowed, no big bore kits.)
 - Must be 16

- **Engine 600 multi-cylinder 4-stroke class**
 - 600cc max. inline or V type motors(up to 650cc's displacement max.)

The inline 4 cylinders are allowed 1 mm. cleanup. Which is 618 cc max displacement. The 650 V type are allowed only first over (.25mm) due to there cc advantage.

 - Stock fuel-injection models allowed on trial basis. Only stock parts for that model allowed. No add ons.
 - Must be 16
 - MS2 will be allowed to run with MS1, but not MS1 with MS2.

- **Safety**
 - 5 point harness
 - Aluminum race seat
 - Snell 90 or greater helmet
 - Must have master on/off switch for fuel and electrical on driver's side. It must be well marked for safety crew to see.
 - Fuel system must have roll over valve installed

- **Bumpers**
 - 1" dia. light wall tubing max.
 - Front and rear bumpers no wider than frame rail
 - Single hoop front bumper must not extend outward more than 10"
 - Nerf bars 1" max.
 - All bumpers & nerfs must have rounded corners-no 45's
 - NO BATTERING RAMS**

- **Wing**
 - Top wing mandatory-12 sq. ft. max.

- **Tires**
 - 22" tall x 11" wide max. Rims on rear must be at least .095 thick or heavier if aluminum

Rules for Micro-Sprints

-Under full coarse caution, you must slow down as fast as you safely can. No passing under caution. If caught passing under caution, you will be sent to the back. Red flag means stop.

-No lagging back on start. Keep tight to the car ahead of you. No pulling out of line until either you pass the cone on the outside or if no cone, the green flag waves. NOT BEFORE. If you do and the flagman catches you we will restart again and you will be sent to the back. If you do it again any time that day, you will be sent off the track for that race.

-Leader at time of caution will be in the first row by themselves and then everyone else double fine behind for the restart.

-Stay spread out enough when you stage so that you can move where the Starter/Marshal puts you.

-Know what class you are in when you go to the scoring shack. It saves confusion when you go to pay.

-If you run a different car from one week to the next in the same class, you must have the same number on both cars. The points go to the car number not the driver.

-If you have never raced before at all in an organized setting, you must start in the rear of the field for the first two weeks. Heats only. MS2 only. (Rookie rule)

-You will be a rookie in MS1 unless they have run in an organized race setting somewhere before. As a rookie you will have to start in the back of both heat and main for 2 weeks at which time your fellow Micro-sprint drivers will vote as to keep you starting in the back or not. (Here in another class, or Norway, or Sands, or even go-carts. Just some other organized racing to know how to race on track safely.) (Rookie rule)

-There is no pit racing or use of the practice track on race day. You may be able to use the practice track with permission from the Starter/Marshal and Flagman. **BOTH.** That is on a day to day basis.

-When coming off the track, come off in turn 4 at a slow pace please. There is always someone walking through there.

-You must be self starting to start the race. If you don't self start before the race and need to be bump started, you will just have to start in the rear of the field. After that you can be bump started and not lose your position on track.

-You must have a spot to hook to so the back can be picked up by a strap and also

one in the front. No need for anything over the top just a spot to either hook to or wrap a strap around to pick the back of the car up in case of a break down.

-All other club rules apply.

Penalties For Rule Violations And Tech Guidelines

-No one races until they go through tech inspection.

-If you don't pass inspection you may not race. That is up to the Tech Inspector that day.

-The first time you are caught, you will be warned. And depending on what the infraction is you will not race until you pass inspection.

-If you are caught for the same infraction for the second time, you won't race for the rest of the day. You will not race until the problem is fixed. If you get caught for the same infraction for the third time, you will not race for the rest of the season.

-All of you seat belts and helmet must be worn properly. If caught not wearing them properly, you will forfeit the points for that race.

-If anyone calls a drivers motor illegal, they will hash it out between them for who will do the tear down. The person challenging will be responsible to pay for the tear down if all checks out O.K. If not, the driver will be responsible for the cost of the tear down and will not race that motor anymore. They will also forfeit all points for the season up to that point.

-Loose hanging wires or lines, flopping body parts or loose and/or broken wheels will not be permitted. Do your best to keep everything neat and tidy.

-MUST HAVE WORKING BRAKES. Will not race until fixed.

-All of the rules are there for our safety and or to keep it fair for everybody.

Subject to change

