

## **NASCC 2013 ICE RACE, SUPPLEMENTAL REGULATIONS**

Revision 1.0 (Dec 2, 2012)

*IMPORTANT – MAJOR CHANGES in TIRE SPECIFICATIONS for Chevette, Limited Stud and Neon classes. Helmets must now be Snell 2005 or better – read this stuff on page 6-7, don't be caught out. Mandatory FRS radio requirement has been eliminated.*

*Notable changes since 2008 include, page 5 & 7 Neon Class definition and car preparation protest regulations, a refinement on bolted tire "buffing" specifications on page 6, additional fee levees on page 11, the cost of car numbers on page 4 and the cost of a transponder on page 5.*

These rules are designed to make the activities of ice racing easier to understand and control for safe, fair and fun motorsport competition. When reading and interpreting these rules, you should remember the spirit of the regulations and understand that interpretation of any rule should be discussed with the Organizers before assuming that your interpretation is legal. These rules are not intended to "catch" the competitor, but rather to be a guideline to help you build a safe racecar that is legal within this race series.

The *WESTERN CANADA MOTORSPORT ASSOCIATION SPORTING REGULATIONS, RACE 2011* are in effect and govern the operations of this Ice Race Series. Any and all issues not specifically dealt with in these *NASCC 2012 Ice Race, Supplemental Regulations* will be handled as covered by the above mentioned regulations, or the accompanying *WESTERN CANADA MOTORSPORT ASSOCIATION TECHNICAL REGULATIONS, RACE 2011, and the Race Reg Bulletins 2011-1*.

Please note that the WCMA Sporting Regulations, Race 2011 state that it is the responsibility of each person to familiarize themselves with the WCMA regulations. Following is the WCMA rule in-part;

### 1.4. Knowledge Of Regulations

1.4.a. Every person, body, group of persons, etc., promoting a series; organizing a competition or event or taking part therein; or by and upon applying for an agreement, sanction or permit or license of any kind from WCMA; by and upon participation at a competition as an entrant, driver or otherwise recognize that:

**1.4.a.i. They have acquainted themselves with these regulations.**

## **TRACK**

The track shall have a minimum width of 12 m. on the straights and 18 m. on the corners. The maximum straight length shall be 400 m. The corners at the ends of the straight(s) will be designed to reduce speed in order to preserve the track surface. The track layout will be planned and supervised by a committee selected by the class representatives and race organizers.

Races may be run both clockwise and counter-clockwise on a course of approximately 2km in length.

## **DRIVER ELIGIBILITY**

All drivers must be of a WCMA recognized club and hold a valid membership card. In addition to a valid provincial operators license the driver must hold a current ASN Competition License of at least Basic grade. All drivers with no previous racing experience shall be required to display a novice triangle on the rear of their vehicle for their first three race events. This triangle shall have a minimum dimension of 15 cm per side with a stroke width of at least 3 cm. Competitors will be required to obtain a WCMA Drivers Log Book. This Log Book will be handed to the Registrar at each race meet and then picked up at the conclusion of each race meet. The WCMA will supply the initial Log Book free of charge. In case of loss a replacement will be supplied for a \$10.00 fee. Failure to produce a Log Book will result in the competitor's entry being refused. Log Books are a continuous record and can be used from year to year until filled. If a Log Book is filled a new one will be supplied free of charge.

## **VEHICLE ELIGIBILITY**

As a rule, eligible vehicles will be compact sedans, coupes or station wagons. All cars shall present a neat and clean appearance.

The following vehicles are **NOT** eligible for NASCC ice race competition:

- A. Those with a racing weight in excess of 1250 kg. (2750 lbs.)
- B. Those with a wheelbase in excess of 280 cm. (110 in.)
- C. All terrain, commercial, open wheel, truck or dune buggy vehicles.
- D. Tube chassis vehicles are not permitted.

## **VEHICLE PREPARATION**

All competition vehicles must conform to the current WCMA Competition Race Regulations.

### **1) ROLL CAGES**

All competing vehicles must be equipped with a roll cage complying with WCMA Race Competition Regulations (current Edition) Appendix 1: "ROLL CAGE SPECIFICATIONS". The main hoop must be one continuous length of tubing with smooth continuous bends. It shall be the width of the driver's compartment and as near the roof as possible. The hoop must have two fore/aft braces and a diagonal brace. A system of head restraint **MUST** be provided. The hoop and fore/aft braces must have adequately large mounting plates to distribute impact loads over as large an area as possible. Double driver's side impact bars are mandatory. Bars shall be constructed from same material and as specified for main cage. Bars may be welded, bolted, or pinned. No bracing will be allowed ahead of the front axle centre line. Rearward bracing shall not extend farther back than 15 cm. forward of the rear body panel and must not extend outboard of the inner vertical plane of the rear brake drum/*disc*.

### **2) BUMPERS**

Bumpers may be removed. If removed, all protruding brackets and hardware must also be removed. A bumper if used must be the stock one for the year and model of the car as raced.

Bumpers may be replaced by a single piece of 2" X 6" nominal non-laminated finished soft wood lumber (such as spruce), mounted to the original bumper brackets or a REASONABLE facsimile. A piece of 1-1/2" angle iron, no more than 3/16" thick may be attached to the bumper brackets to allow the wood to be securely fastened. This piece of angle iron shall not exceed 4" in length. The wood shall not extend forward more than 3" from the closest coachwork at bumper height and the ends of the bumper shall not protrude horizontally past the inside edges of the tires on each side. Oak and other forms of hardwood are prohibited.

If bumper end-caps are lost or removed, the metal bumper ends must be closed and no sharp edges may remain. The suggested procedure is to weld a flat metal plate over the open end of the bumper with all edges ground to a smooth finish.

No replacement bumpers or other component protection is allowed except by special permission of a committee, appointed by the NASCC Executive, that will deal with these legalities. Approval must be obtained a minimum of two weeks prior to the car being presented for technical inspection at a race meet.

No other bracing is allowed ahead of the front axle centerline or within 15cm of the rear body panel. Broken or detached bumpers or hardware may cause the competitor to be Black-flagged.

### **3) FENDERS**

Fenders are mandatory and tires shall not extend beyond them or attached flaring.

### **4) MUD FLAPS**

Mud flaps are required behind each rear wheel and front wheels in front wheel drive vehicles. Mud flaps must cover the entire tread face of the tire and reach to within 50 mm of the road surface, but not touching the road surface when the car is static on its racing tires and in racing trim. The mud flaps must be made from a material that will effectively prevent sailing. Fenders and mud flaps are part of the coachwork and as such the loss or detachment of either will result in the competitor being 'Black Flagged'.

### **5) EXHAUST SYSTEMS**

Exhaust systems must meet WCMA fabrication standards. Each car must be fitted with a muffler to reduce exhaust noise to a maximum level of 90 decibels at 30 meters (100 feet). If a vehicle is judged to be excessively loud, the competitor may be required to modify it REGARDLESS of the exact noise level produced.

### **6) CATCH TANKS**

Catch tanks must be fitted to the engine and radiator breathers. Catch tanks must be of 1 litre minimum capacity for all vehicles. They may not be housed in the driver's compartment.

### **7) TOW LOOPS**

All vehicles must be equipped with at least one clearly visible and easily accessible tow loop at the front and at the rear of the vehicle. Tow loops must be non-protruding and designed to allow ease of hookup and prevent dragging (i.e.: no rope) Failure of a tow loop may cause a vehicle to be banned from further competition until a new and acceptable system is devised by the competitor.

### **8) WINDSHIELD**

Windshields must be kept clear of ice and fog at all times. Ice and/or fog obstructing the driver's vision will cause the competitor to be "Black Flagged". Windshield wipers are required on all competition vehicles. It is recommended the windshield be retained with exterior window clips.

### **9) WINDOWS**

An approved window racing net must cover the driver's window opening. A quick-release type of clip, such as that used for a standard seatbelt shall retain this net. The release shall be placed so that safety workers may easily find it in an emergency. All windows may be replaced with an alternate polycarbonate material (Lexan not Plexiglas) but competitors must install the driver's window with a view to easy emergency access from the outside. If, in the judgment of the scrutineer, any competitor's use of this material may cause a problem with vision or access, the competitor will be required to remove the material before competition. It is also strongly recommended that the release for this window be labeled appropriately.

**10) LIGHTS**

All cars must have functioning headlights, taillights, and brake lights. All lights must conform to the minimum standards of the Provincial Highways Act. Cars must have a minimum of four rear facing brake/tail lights at least two of which must be high-powered 32w (i.e. 1157 type) mounted on or above the trunk lid. The lenses of these lamps must be coloured red. The starter will require competitors to use their lights during practice and racing. Additionally, one rear facing, high intensity AMBER coloured fog lamp must be installed on top of the roof. Cars without functioning lights may be excluded from further competition.

**11) EQUIPMENT**

All tools and equipment carried in the vehicle must be securely fastened. Fire extinguishers are strongly recommended and must be securely mounted so as not to come loose in the event of an accident.

**12) BALLAST**

Ballast may be used in the vehicles to enhance handling characteristics. However any ballast must be securely mounted within the coachwork so that it cannot come loose in the event of an accident and become a danger to the driver or other competitors.

**13) HOOD FASTENERS**

Hoods, rear hatches, and trunk lids must be double latched and secured by other methods than the stock latch. Acceptable methods are hood pins, bolts or straps.

**14) BRAKES**

No car shall have ABS(Anti-Lock Brake System), all cars equipped with ABS are required to disable the ABS system before competition.

**15) COMPETITION NUMBERS**

All vehicles must display their competition number on both sides of the vehicle between front and rear wheels and on the front hood. Numbers must be a minimum of 10" in height and 2" in width. They must clearly contrast with the colour of the car. If numbers are illegible, cars will not be timed or lap scored. Each driver will apply for a distinct number from the Registrar (\$5.00 fee) prior to the first event being entered. Numbers not used for a period of two years will be dropped from the list.

**16) ENVIRONMENT**

It is recommended that biodegradable antifreeze be used if available. Any vehicle losing oil, coolant, or fuel during a competition will be Black Flagged. The competitor will be responsible for the cleanup of any spills. A car will not be allowed to resume competition until the cause of the leak has been found and repaired to the satisfaction of the Officials. Each competitor is responsible for minimizing leaks or spills and for the cleanup of their own pit and/or paddock area. Oil spills in the pits or paddock will not be tolerated. Each competitor is required to have a drip pan and a method of containing any spills or drips (i.e.: old piece of carpet) when parked in the pit area. The utmost care must be taken to prevent any lake water contamination from leaking fluids, spills etc. It is the responsibility of every competitor to collect and dispose of their refuse (in other words -take it home with you).

**17) VEHICLE LOG BOOKS**

A Vehicle Log Book will be issued to each competing, vehicle. It will be the sole responsibility of the entrant to produce this Log Book to the Scrutineer at each event. Failure to produce this Log Book could result in the entry being refused. If the Log Book is lost for any reason, a new one will be issued for a fee of \$10.00.

## **18) TIMING TRANSMITTERS**

To qualify for a grid position and to be scored in a race each vehicle must have a “dBcom TX1C” timing transmitter installed, and it must be functioning. The transmitter frequency number must be unique in the Classes the vehicle is entered in. The transmitter mounting location will be determined in cooperation with the “Timing and Scoring Officials”. These transmitters can be purchased from NASCC at a cost of \$250 in 2013. Rental transmitters will ONLY be available to competitors from outside the Alberta region.

### **CAR CLASSES: (There will be six classes as follows)**

#### **1) NS CLASS (No-Stud)**

This class is for two wheel drive cars running normal DOT approved unstudded tires. No studding, tractionizing or other modification of the tire is allowed. Also called “Rubber-to-Ice”.

#### **2) AWD CLASS (No-Stud)**

This class is for cars that have power applied to “all wheels” through a common drive train. This class will run normal DOT approved unstudded tires. No studding, tractionizing or other modification of the tire is allowed. Also called “Rubber-to-Ice”. No cars have run in this class for many years, so any racers planning to bring an AWD racer should provide organizers with advance notice of a week or more to facilitate the event at track.

#### **3) CH CLASS (No-Stud)**

This is a “spec” class for Chevrolet Chevettes and equivalents (factory/showroom specifications). No modifications are allowed other than those required to meet the previously mentioned safety requirements. (i.e. roll cage, window nets, lights, mud flaps). All cars in this class will run on identical spec non-studded tires, which has changed for 2013, see the pages 6-7 on tire specs. For a complete list of CH Class specifications please contact the class representative.

#### **4) NE CLASS (Street-Stud)**

This is a “spec” class for Chrysler/Dodge/Plymouth Neon and equivalent (factory/showroom specifications). No modifications are allowed other than those required to meet previously mentioned safety requirements. (i.e. roll cage, window nets, lights, mudflaps, interior preparation). All cars in this class will run on spec studded tires, specifically Street Stud Bolted tires for 2013, see pages 6-7 on tire specs. For a complete list of NE Class specifications please see the NE class supplemental regulations on the NASCC.ab.ca website, or the class representative.

*Class preparation inspections:* As sponsor of this series the NASCC will oversee Neon Class preparation inspections as outlined in the Inspection Appendix of the NE class supplemental regulations. Briefly, competitors may request inspections of NE class vehicles for compliance with specific car preparation rules, by submitting a request in writing to the Clerk of the Course, the NASCC President or Race Director within 15 minutes of the conclusion of the last NE class race of the day, accompanied by the required fee. Inspections will be performed as outlined in the Inspection Appendix. The NASCC reserves the right to mandate inspections, following the Inspection Appendix regulations, on randomly selected NE cars.

#### **5) SS CLASS (Street Stud):**

This class is for cars equipped with normal street studded DOT approved tires or “Limited Stud” , bolted tires of the approved type installed in limited numbers. (see page 6 and 7)

#### **6) RS CLASS (Race Stud)**

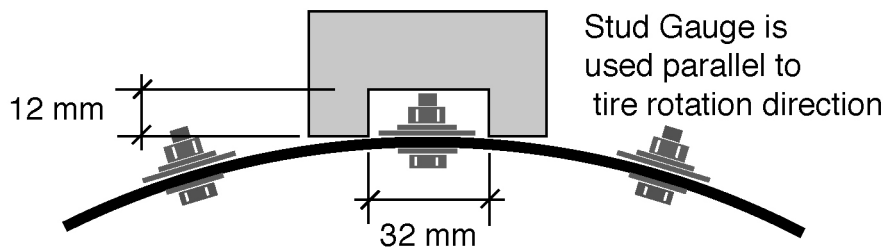
This class is for cars equipped with DOT tires using Studs of any origin or number. Bolt construction will be as described on pages 6-7, but their number shall not be limited.

## TIRES AND STUDDING

### 1) ALL CLASSES

Dual wheels are not allowed. All tires shall be DOT approved and normally available at tire stores. The scrutineer is the sole judge in all matters pertaining to the legality and adequacy of competition tires.

### 2) TIRE DEFINITIONS



**Bolted Tires:** Bolts, which penetrate the tire casing, may be used. The tire casing must be either bald or shaved/buffed down to the factory treadwear indications as a minimum. Bolts will be either flat-head conveyor belt (elevator) bolts mounted with USS washers and hex-nut or T-nut (depending on class) on the outside of the tire casing, or Grade 5 or better hex head bolts mounted with a USS washer and hex-nut or T-nut on the outside of the tire casing; the inside of the tire is free. The bolt, nut and washers in either case shall be 1/4" in diameter. The maximum bolt protrusion shall be 12 mm, measured from the top of the tire surface using a "Stud Gauge". The end of the bolt may be sharpened. The external nut may be tack welded to prevent loosening, but the weld material may not increase the bolted stud width in the direction perpendicular to travel. Sealing techniques are free. For Race Stud (RS) the number of bolts is unlimited and T-nuts may be used. For Street Stud (SS) the number of bolts is limited to 9 per linear foot of tire circumference, and T-nuts may not be used.

**New Standard Spec bolt for Limited Stud and Neon Classes:** A CNC machined 11.5 mm spec bolt will be available in limited numbers for sale by the club, as an alternate to the hex bolt or conveyor belt bolt described above. The bolt is reusable, but is experimental and some specifications are still being developed, specifically how tall they are after insertion over a USS or equivalent washer, with an estimate of 12 to 13 mm. It is intended the bolts not be ground. If successful, the intention is to allow both bolt styles for 2013 and 2014, and eliminate the older bolt style going forward from 2015. The bolt will not be allowed in Unlimited Stud class in 2013.

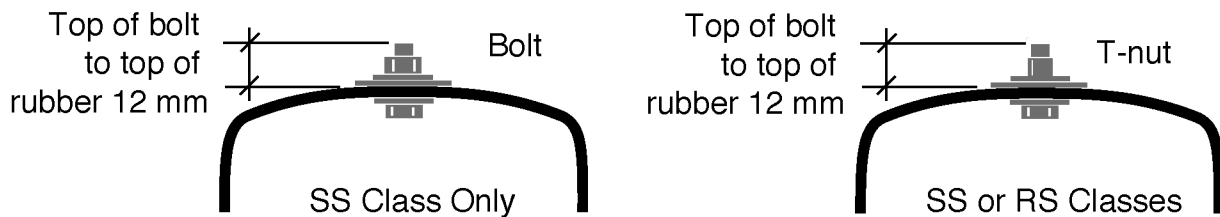
**Studded Tires:** Studs shall be of the normal passenger car variety. They may be either single or multi-flange style provided that the part of the stud protruding is of the normal street configuration. Studs may not penetrate the casing of the tire. Studs may not number more than thirty (30) per linear foot of tire circumference.

**3) RS & SS & NE CLASSES:**

In the studded classes all four tires must be bolted or studded, and be DOT approved carcasses. Tires with missing studs or bolts may be excluded from competition. The Scrutineer may take an imprint of any tire to determine the legality of any studded or bolted tire. The top 5 cars must report immediately after each race to the start area of the hot pits for tire measurement.

**4) SS CLASSES (Limited Stud)**

Bolted tires shall conform to the above definition, or studded tires may be used. The maximum number of bolts in each tire is restricted to nine (9) bolts per linear foot of tire circumference, or not more than thirty (30) street type studs per linear foot of tire circumference.

**5) RS CLASS (Unlimited Stud)**

Bolted tires may be used. Construction of the tire shall conform to the above definition, except that the number of bolts is not limited.

**6) NE Class (Neon Class)**

Only spec bolted DOT approved tires of size 185/65/14 may be used. Bolted tires must conform to Street Stud classification, with no more than 9 bolts per linear foot of circumference. See NE Class supplemental regulations.

**7) Chevette Class**

A new spec tire has been identified which must be used, starting January 2013, no grandfathering of existing tire stock will be allowed. The new spec tire choice for the Chevette class from today forward is the Hankook I-Pike RC01 (W411), size P155/80R/13 - 79Q – (Currently \$49.99 each at Canadian Tire) product # 0031511, manufacturer part # 1009968. The OEM Chevette 13" x 4.5" steel wheel remains the spec rim.

These tires are directional, so it might be wise when mounting them to buy two spares, one for each side of the car. The tires will accept studs, however we will not allow studs to be used. Tubes are not required, however they are allowed. Some tire shops will install tubes for racing use only.

**8) NS Class (Rubber to Ice)**

All tires shall be DOT approved, and contain no studs or bolts.

**DRIVER SAFETY****1) HELMETS**

Helmets must be in good condition. Helmets must be classified and labeled as Snell Foundation - 2005 SA, or newer.

**2) EYE PROTECTION**

It is strongly recommended that competitors use goggles or visors to provide eye protection.

### **3) GLOVES & CLOTHING**

It is mandatory for drivers to wear a one piece fire resistant clothing manufactured from a material such as Nomex, Proban or other approved material. It is not required that this garment be approved by SFI or any other sanctioning body. Gloves and clothing must not be nylon, polyester or other highly flammable material. The scrutineer is the sole judge in all matters pertaining to the legality and adequacy of the clothing.

### **4) SEAT BELTS**

A five point SFI approved Safety Harness is mandatory and must be of the motor sport competition type with a minimum width of 3" for lap and shoulder belts. The harness must have two totally separate shoulder straps mounted behind the driver with the fastening point above a line drawn from the top of the shoulder at a 45° angle (to the horizontal). The harness straps must come together in a metal-to-metal quick release common buckle. The harness must not have any discoloration or signs of wear and must be less than two years old from the date of manufacture for SFI belts, and less than 5 years old for FIA belts. The scrutineer is the sole judge in all matters pertaining to the legality and adequacy of the competition safety harnesses.

### **AERODYNAMIC DEVICES**

1) Rear spoilers are permitted provided that they comply with the following.

A. A production rear spoiler that is standard for that model or is readily available through aftermarket channels.

B. A lip type spoiler continuous with the deck lid fitted rearwards of the rear window, no wider than the body and bumper excluding fender flares, no further rearwards of the rear of the vehicle than the rear bumper, and may have no side panels or fences. The maximum height of this spoiler is 15cm.

2) A front spoiler may be fitted. It shall not protrude beyond the overall outline of the vehicle as viewed from above if a bumper were fitted. It must also not protrude rearward of the foremost part of the front wheel opening. The spoiler shall be no higher than the factory grill opening.

3) Longitudinal wings or rudders are strictly prohibited.



**GENERAL - EVENT INFORMATION**

Sanctioned by the Western Canadian Motorsport Association (WCMA) and affiliated with ASN Canada FIA.

**Insurance** is provided by ASN Canada FIA as identified in the "2012-13 Insurance Plan Coverages" and the accompanying Rate Sheet, Revised April 1, 2012. The insurance is specific for Ice Racing. The policy is available for viewing on the ASN Canada FIA website, or may be requested from NASCC organizers.

\*\* Special note regarding insurance as per "current WCMA Sporting Regulations – Race"

**APPENDIX A - INSURANCE REQUIREMENTS****A.2. Ice Race Event Insurance Exclusions**

A.2.a. If insurance for the ice race event has been obtained through ASN Canada FIA Inc., the following exclusion is specifically in force:

**A.2.b. "The insurance policy does not apply to bodily injury, property damage or public liability arising out of melting, breaking or collapsing of ice on which racing programs are staged."**

A.2.c. The above exact wording must appear on all entry forms and event permits for ice race events sanctioned by WCMA. Member clubs are recommended to post at least one (1) sign informing everyone entering the race site of this exclusion.

**Event Organizers:**

Jed Harrison	(h) 780-988-9580
Mike Elhard	(c) 780-777-4517
Mark Burroughs	(c) 587 783-2708
Ken Berg	(h) 780 418 108
Thomas Chichak	
Ken Staples	ph (h) 780-404-3183
Julian Pascoal	ph (h) 780-457-9336

**Event Officials:**

Clerk of the Course	Andy de Boon
Chief Course Marshal	Clem Salcedo
Chief Communicator	Stewart Sakaluk
Doctors **	** Paramedics and Ambulance (BLS)
Chief Time Keeper	to be determined
Scrutineer	John Sych
Registrar	Judy Bressmer and Linda Sakaluk
Pre-Grid	Graham Corkerton and Linda Sakaluk
Starter	Mark Andruchiw
Pace Car	Andy de Boon

**Official Notice Board**, will be located in the Pre-grid Area.

**Class Groupings.** There will be 6 race classes: NS (No-Stud), AWD (No-Stud), Chevette (No-Stud), Street Stud (Limited Stud), NE (Limited Stud) and Race Stud (Unlimited Stud). Classes may be combined at the discretion and agreement of the Organizer, Clerk and Steward dependent on individual class car counts.

Gridding of cars for the first race of the season will be on a "first-come-first-served" basis. All other races will follow a standard procedure. Subsequent race events will be gridded on the basis of finishing positions in the prior events. In the interest of competitive racing and an interesting display of competition for spectators, the top six or more positions may be inverted at the discretion of the Clerk of the Course and the Steward of the event.

Late Grid Arrivals. Racers that arrive at the grid area late may be allowed on track to join the back of the cars that have left the grid area. Or they may be held in pit lane until the green flag is shown and only then allowed to enter the track after the last properly gridded car has passed the pit exit.

**Additional Items:**

All competitors are responsible for containing any fluid spills or cleaning up debris. All cars must have a drop sheet under the car when in the pits and a container available to collect any leaking fluids.

All competitors must have a fire extinguisher either in the car or in the pits. The extinguisher must be at the ready and manned during any refueling procedure.

Plexiglas (acrylic) is not allowed as a replacement for window glass. If a substitute is required for the stock window glass only Lexan (polycarbonate) material shall be used.

All cars must maintain a neat and tidy appearance. Reasonable efforts must be made to restore the appearance of a car damaged at a previous event or race. The body, paintwork and signage of the car shall remain intact at all times. Cars will not be permitted to compete with damage that has not been repaired in a workmanlike manner. There may be a prize at season end for the car best appearing throughout the year. There may be one per class which may be voted on by drivers in that class. Drivers will be responsible for organizing the prize votes.

A car that is visually unacceptable, as brought to the attention of the steward and the clerk of the course by the scrutineers prior to the start of daily racing will not be permitted to race. If this occurs the entry fee may be refunded provided the car has not yet entered the racetrack proper.

Body contact will not be tolerated! Penalties will be assessed for body contact and "unsports-man-like" conduct as observed by race officials. A penalty box rule will be in effect. If a competitor is involved in a contact incident he/she will be required to report to the "Steward" in the Pre-Grid area. Any penalties assessed will be enforced for the next race. Repeat offenders will be dealt with severely! Any driver involved in body contact and does not report with the car to the Steward in the pit lane, may start the following race from the penalty box.

The event organizers reserve the right to refuse entry to any competitor who, in their opinion, has demonstrated unsports-man-like conduct and/or dangerous behavior not in keeping with the spirit of the event.

Unless requested in writing to the registrar before the start of the event, all points will be assigned to the car number.

Competitors will be required to display in prominent view on their competition vehicles two (2) NASCC decals. Competitors will also be required to display an NASCC patch on their driving suit. The decals and patches will be available from the NASCC club executive. Penalty for not complying with this requirement will be exclusion from the event. Competitors are also required to display any sponsorship decals as required by the organizers. The top part of the windshield is reserved for this purpose.

### **SPECIAL NOTICE – RED FLAG**

The Red Flag will be used in all instances of vehicle accidents where the Clerk feels the safety of the driver or other persons would be best served by “Stopping the Race” and engaging the assistance of such services as are appropriate. By example, a vehicle that is rolled over and does not continue will bring out the Red Flag, unless the location of the car is well off track and accessible to rescue from off track access points. Under a Red Flag all vehicles will stop at their earliest convenience in a safe manner and allow room for the ambulance and other service vehicles to make their way around the track.

Scoring will be done from the lap prior to the display of the red flag if the race does not restart. The competitor who caused the red flag will be scored last of the racers on track when the race is stopped.

### **DAILY SCHEDULE:** (Appendix “A”)

The following schedule is only a guide to the typical sequence and scheduling of the parts of the race day. Schedules may be modified as necessary for special venues such as Lac La Biche.

### **REGISTRATION FORM AND ENTRY FEES:** (Appendix “B”)

Entries shall be accepted until 11:30 am on the day of the race. Late entries may or may not be accepted at the sole discretion of the event officials.

### **GATE ADMISSION:**

**Spectators** may be subject to paying the following admission Fees.

\$5.00 per person  
Free for 12 & under  
or \$10.00 per car

### **Free Admission for:**

Drivers and their Pit Crew (up to 4 members) and  
All Event Personnel

### **Additional Levee to Support Volunteer Track Workers**

The NASCC Executive may include a \$10 fee per race day into the base price of race registration in order to support the travel and expenses of volunteer track workers at each event.