

INTERNATIONAL ICE RACING ASSOCIATION 2010 RULES AND REGULATIONS

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I. GENERAL

Any person who participates in an IIRA-sanctioned event hereby agrees to abide by the rules and regulations of the IIRA as set forth in the current year's published Rules and Regulations.

A. Race Formats

1. Endurance Race (ST, SGT, GTU, GTO, GTXlites, GTX). One pit stop mandatory. Driver must break contact with car during stop. No driver may compete for more than two (2) consecutive hours. Co-drivers mandatory for races exceeding two (2) hours. Minimum race length one hour.
2. Solo Sprint Race (ST, SGT, Vintage and Slow Modified). 30 minute race, co-drivers optional, no prize money, lower entry fee. **THIS CLASS IS FOR DEVELOPMENTAL DRIVERS AS CLASSIFIED BY THE CHIEF STEWARD.**
3. Sprint Race (ST, SGT, GTU, GTO, GTXlites, GTX). No mandatory pit stop. Minimum of 3 races as described below. For additional races, finish order will be combined with the third race for final position and the points total for the third race. Grid for second heat to be determined by results from first heat and, similarly, third race grid to be determined by results from the second race. All three races will be awarded points for the weekend total.

B. Weekend Schedule

Race operating clubs must use the following points race schedule to include three (3) sprint heats; one (1) solo race and one (1) approved endurance race (weather and track conditions permitting). Other events/heats may be included beyond the mandatory events. Each club must provide a printed schedule to all competitors and officials well in advance of the race weekend.

Saturday:

8:30 - 8:45 a.m.
9:00 - 9:45 a.m.
9:55 - 11:00 a.m.
11:10 - 11:30 a.m.
11:30 - 12:00
12:00 - 1:00 p.m.
12:30 - 12:45 p.m.
1:00 - 1:20 p.m.
1:35 - 2:00 p.m.
2:00 - 2:45 p.m.
2:55 - 3:15 p.m.
3:30 - 4:00 p.m.

(Suggested for '09)

Worker Meeting
Open Studded Practice
Sprint Practice
Solo Sprint Practice
Sprint Qualifying
Lunch
Drivers' Meeting
Sprint Race #1
Solo Qualifying
Open Event
Sprint Race #2
Solo Sprint Race

Sunday:

9:15 - 9:30 a.m.
9:45 - 10:00 a.m.
10:05 - 10:25 a.m.
10:35 - 11:00 a.m.
11:20 - 11:40 a.m.
11:45 - 1:00 p.m.
12:30 - 12:45 p.m.
12:50
1:00 - 3:05 p.m.

(Suggested for '09)

Worker Meeting
Endurance Warm-up
Sprint Warm-up
Endurance Qualifying
Sprint Race #3
Lunch
Drivers' Meeting
Grid Enduro
Endurance Race

Note: The Chief Steward and Race Chair may change the format for practice and qualifying sessions if: (1) More than 25 cars per mile are entered. (2) If co-drivers are mandatory (race exceeds two hours), longer sessions are required.

C. Co-Drivers

1. Co-drivers are allowed, but must register as such. A co-driver will receive full points if they drive at least 1/3 of the total race laps completed by the winning car. A Driver Change Form must be received within one hour after the completion of the race. If no Driver Change Form is received, points will not be awarded to the drivers of that car.
2. Co-drivers are responsible for notifying timing and scoring as to which driver is in the car at all times, who is the starting driver in the race and when the driver change is made. The number of co-drivers per car is limited to three (3). A driver may drive only one (1) car in one class in any given race. The Chief Steward may disqualify any driver involved in improper co-driver situations.

D. Insurance

It is mandatory that the operating club have spectator liability insurance in force for entire event including practice, qualifying and race. The race sponsor must have a certificate of insurance or insurance binder at the track before the first practice session. The Certificate or binder must list the IIRA as an additional named insured party on the policy. IIRA officials may inspect certificate or binder on demand. Entrants, crews and worker participants must be provided information, upon request, regarding the insurance coverage that is in force.

E. Race Fees

The operating club shall set the entry fee, co-driver fee, late fee and pass fees and shall impose no additional fees against any qualified IIRA licensed driver. Any entry fee, co-driver fee, late fee or pass fees may be refunded up to the time of practice at the discretion of the Race Chair.

F. Race Results

Copies of official results will be posted at the awards presentation and available at the next race.

G. Sanction Fees

Each operating club will pay sanction fees to the IIRA Treasurer or Chief Steward:

1. \$50 race sanction fee (U.S. funds) to be paid on or before the Fall Board meeting.
2. \$50 points race, trophy fund fee (U.S. funds) to be paid during that club's race weekend.

H. Rules for Organizers.

The separate document entitled "Rules for Organizers, revised December 14, 2006," is hereby added, in its entirety, to the IIRA Rules and Regulations in this section.

J. Season Schedule

IIRA sanctioned events will be awarded to local promoters/clubs so as to create a season schedule with no more than five events beginning with the first full weekend in January through the first full weekend in March.

K. Process for Awarding Event Sanctions

Individual promoters or local clubs who desire to hold a IIRA sanctioned event shall send a representative to appear before the IIRA board at its first scheduled Fall meeting for the purpose of presenting their event proposal to the board. Proposals should:

- Be location specific
- Indicate preferred and alternate weekends for scheduling
- Demonstrate a willingness, ability and commitment to conform to all points in the IIRA Rules for Organizers
- Highlight attractive special features of the proposed event (e.g., additional special races, coordination with other local events, celebrity appearances, sponsorships, etc.)
- Show evidence of promoting successful previous events
- Include payment of a sanction fee deposit of \$50 for each event
- Limit prepared remarks to less than fifteen minutes.

At the conclusion of proposal presentations, the IIRA board will discuss, compare and contrast all sanctioned event proposals until reaching agreement on a season schedule. Promoters from a previous season will not be afforded a "right of first refusal" for future events and dates. If necessary, due to prolonged discussion, need for additional information or other unforeseen factors, the final season schedule decision may be postponed until the next regular board meeting. Sanction fee deposits will be promptly refunded for events that are not chosen for the season schedule.

II. TRACK LAYOUT

A. Responsibility

Safe track layout is the joint responsibility of the operating club and the IIRA. The club shall have a snow plow and operator available on Saturday and Sunday to change the course if required by the Chief Steward.

B. Specifications

Track layout must conform to the following specifications:

1. Length of course to be 1 to 2 miles.
2. Each track must have at least two (2) straightaways a minimum of 3/16ths of a mile each, 3/8ths mile total. Maximum straightaway length is 1/2 mile. Any radius of more than 200 feet will be considered a straightaway.
3. Hairpins should be avoided, if possible, or kept to a minimum.
4. Minimum track width of 35 ft. Increase width beyond pit exit for accelerating lane and recommended increase width on outside of turns.
5. Pit entrance to be on a slow part of the course. Pit width minimum: 35 ft. Pit entrance and exit **MUST** be designed so that cars will enter and exit off the racing line.
6. Paddock area to be located behind the hot pits, a minimum of 50 ft. wide, allowing space for parking support vehicles perpendicular to the hot pits with trailers attached, and with access to the hot pits on each end.
7. Track and hot pits to be separated by a minimum distance of 20 ft. or double snow bank.
8. Hot pits must be physically separated from the paddock by fencing, snow bank, rope, etc.
9. Where snow banks do not clearly delineate the track, markers 100 ft. apart on corners, 500 ft. apart on straightaways are required (i.e. colored lath, pylons, cardboard). Tires can not be used as course markers.

10. Shutdown markers of a reasonable size shall be in place during practice, qualifying and the race. An effort should be made to keep them in the same locations all weekend.

III. DRIVER QUALIFICATIONS

A. Licenses

Every driver must present an IIRA racing license at registration. Drivers must be at least 16 years of age.

B. Parental Consent

Any driver or participant under the legal age of majority in his home province or state must have a signed and notarized parental consent form.

C. Entry Refusal

1. An operating club may refuse an entry for a valid insurance reason.
2. Anyone who pursues or who has pursued legal action against the IIRA, and loses, will be liable for the IIRA's legal fees and will be barred from participation in IIRA-sanctioned events.

D. New/Provisional Drivers

A new driver is required to run one (1) Solo Race, completing the race within a maximum of 115% of the fastest time in their class before a license is approved for participation in a Sprint or Endurance Race, unless waived by the Chief Steward. A driver with a provisional license is a driver who has not raced at least three (3) ice races in two years or a previously licensed driver who has not raced at least one (1) ice race in the past two (2) years.

E. Bad Checks

If a driver or entrant issues a bad check to a member club or the IIRA, the driver will lose all license privileges until the check is honored and a \$20 penalty and bank charges are paid.

IV. SAFETY

A. Drivers

1. Helmets must be Snell approved SA or M, year must be '95 or later. On the back of the helmet, the following information must be listed: Name, birth date, blood type, allergies and the date of last tetanus shot.
2. SFI-approved or leather gloves without holes recommended.
3. Nomex or other fireproof driver's suit and underwear are highly recommended. No acrylic clothing allowed. Wool or cotton jeans and jackets recommended.
4. Drivers may not smoke in their race cars at any time. Drivers may not have loose articles in their mouth (i.e. smoking paraphernalia, gum, dental work, etc.) while on track.
5. No drugs or alcohol shall be consumed by drivers, crew, workers or officials on the track or in the pits or paddock before or during practice, qualifying and the races. **DRIVERS ARE RESPONSIBLE FOR THEIR CREWS AND MAY BE DISQUALIFIED FOR ANY VIOLATION.**
6. Any driver operating their car in an unsafe or unsportsmanlike manner during practice, qualifying or the race will be subject to disqualification from that race or other penalty, at the discretion of the Chief Steward. Excessive car contact is considered unsportsmanlike. Cars involved in contact on the track, as reported by race workers, will be given a furred black flag for the first two incidents no matter who is

at fault. The third infraction will result in a stop and go penalty. The number of incidents is cumulative to the car regardless of who is driving.

7. All drivers must be properly licensed, registered and have had the car teched before going on track. Failure to comply may result in disqualification of driver and car from that race.
8. At the discretion of the Chief of Tech, driver, car and helmet must be re-inspected after an accident before being allowed back on the track.
9. Each driver must have in their possession, for the duration of the weekend, a fully functioning FRS radio for the purpose of communications from race officials. It is recommended, but not required, that the radio be able to be securely installed in the race car during the race for communication from race officials during race stoppages.
10. All cars must be equipped with a minimum four point occupant restraint system consisting of two lap and two shoulder belts. The belts must be free of signs of wear, cuts or abrasion.

B. Track and Pits

1. The club operating the event must provide for accident care, on both days, with one fully equipped ambulance meeting state, federal and/or provincial requirements, etc. Ambulance staff must be familiar with the location of local hospitals and be able to administer first aid and transport to the hospital. Backup vehicles are recommended to be located at pit entrance or exit and equipped with radio communication. See Rules for Organizers (RFOs).
2. Radio communications shall be provided at the track both days.
3. Fire extinguishers shall be located in the pit area and around the course. It is recommended that each team's pit area have an extinguisher provided by the race team.
4. No one under the age of 16 will be allowed in the hot pits or outside vehicles on corners.
5. No pets allowed in the hot pits or uncontrolled pets in paddock.
6. No dumping or spilling of gas, oil, anti-freeze or other pollutants allowed. **Violators are subject to PENALTY assessed by the IIRA Chief Steward or operating club.** Suitable containers must be available for such materials.
7. Fuelling only with hand-held, non-pressurized fuel containers with spout that fits car.
8. Nitrogen air bottles must have an OSHA approved safety cage.
9. Each competitor shall supply a pit marker 18" x 24" in the major color of the car with the car number clearly on the sign. This sign shall be placed on the hot pit snow bank opposite from the paddock at the competitor's pit location.
10. **One-way traffic in the pits. Cars may be pushed backward in pits.**
11. Lights must be on before entering the track for practice, qualifying and during the race.
12. A car may carry only one person while on the track unless approval to carry additional persons is granted by the Race Chairman or Chief Steward.
13. No on-track maintenance by anyone other than the driver. Crew may not provide repair assistance other than in the pits. Cars may be moved from an unsafe position for safety reasons without being assessed a penalty. Crew members may only cross track at start finish and only with Starter or Chief Steward permission.

14. The track shall be closed to all vehicles at the end of each day unless permission otherwise is granted by the Chief Steward. Operating club has the responsibility to physically block the track and level banks at the conclusion of the event.
15. Cars are allowed on the track only during their sessions unless permission is granted by the Chief Steward.
16. Pit road speed is 35 mph maximum in first gear. Violation of speed will result in a stop and go penalty by the Chief Steward.

V. FLAGS/RULES OF THE ROAD

A. Green

The race is underway and course is clear. Will be shown only at the start/finish line.

B. Yellow Motionless

Proceed with caution, be prepared to stop. **No passing allowed until past the incident.**

C. Yellow Waving

Great danger, reduce speed, be prepared to stop, probably obstacle or people on track. **No passing until past the incident.**

D. Full Course Yellow/Blue

In the event a full course yellow/blue is needed, ALL stations including Start/Finish will display both yellow and blue flags. Slow immediately. NO PASSING ALLOWED until the race is restarted. The restart shall be single-file. The pits will be closed and cars in the pits will be allowed to take their position at the end of the field.

E. Red

In the event of a red flag, all other corners except the last corner before Start/Finish will display yellow and blue flags. Red flags will be displayed at the Start/Finish line and the corner before pit entrance. The race or session has been stopped. **Slow immediately to 10 m.p.h., shift to first gear then continue around track in single file (NO PASSING) at 10 m.p.h. and return to Start/Finish. If track is blocked, all cars are to pull to outside of track and stop in single file (do not block pit entrance or exit).** (Race clock keeps running.) In the event of a red flag, the cars must restart in single file, in order of passage of the last fully scored lap, as determined by the Timing/Scoring Marshall(s).

F. Blue

A faster competitor is trying to overtake you.

G. White

An ambulance, service vehicle or slow-moving vehicle is on the course. Also indicates the last lap of the race when displayed only at start/finish.

H. Black

Disciplinary action. If displayed, report to Chief Steward. A driver not coming in for a black flag within two (2) laps of the flag being given may be disqualified. Displayed with car number at start/finish line and optionally at one other location. Furlled black flag is a warning.

I. Black/Orange

You have a mechanical problem, report to your pit. Displayed with car number at start/finish line.

J. Checkered

You have finished the race or session. **Slow immediately to moderate speed and return to pits.**

K. Driver Change Indicator

Must be used from opening to closing of driver change window.

VI. QUALIFYING/GRIDDING

A. Cars per Driver

Each driver may qualify as many cars as time permits. They must be a registered driver in each car qualified. They must, however, start in the grid position in which the car they select has qualified.

B. Impound/Penalties

All cars may be impounded and inspected after each qualifying session at the discretion of the Chief Technical Inspector or Chief Steward. Any driver qualifying illegally shall be assessed a maximum penalty of two (2) race laps, via starting the race from the pits, after two (2) race laps have been completed. The Chief Steward may modify, but not completely eliminate, the above penalties at his discretion.

C. Grid Positions

The fastest qualifier shall have the pole position. Pole position is normally to the inside of the first corner. The fastest qualifier may choose their position on the front row. The grid shall be determined by each car's fastest qualifying time.

D. Maximum Starters

The maximum allowable number of starters shall be determined by the length of the track. There shall be no more than 25 starters per mile, except at the discretion of the Chief Steward.

E. Excess Starters

In the event that the number of cars entered exceeds the maximum allowable number of starters, the ratio of the number of entrants in each class to the total number of entrants shall determine the number of starts in each class. For example, if 28% of the cars entered are ST, 28% of the starters shall be Class ST cars.

F. Standbys

Standbys are cars excluded from the starting grid as per Section VI. E.:

1. The standby order in each class is determined by qualifying times.
2. Standbys who make the grid shall be gridded behind the regular qualifiers in order of qualifying times. If a sufficient number of cars in a class do not make the starting grid so that the class does not fill its allotted number of starting positions, the unfilled positions shall be filled by standbys from the other classes in order of qualifying times regardless of class.

G. Non-Qualifiers

Cars without qualifying times will start at the back of the pack. If the number of entrants exceeds the allowable number of starters, these cars will be placed at the end of the standby list. Drivers not qualifying must have five (5) laps practice or may race only at the discretion of the Chief Steward.

H. Grid Penalties

A car found on the grid with an illegal number of studs or illegal studs will be removed from the grid until such time as the problem is corrected. A maximum penalty of two (2) race laps may be assessed, via starting the race from the pits after two (2) race laps have been completed. The Chief Steward may modify, but not completely eliminate, the above penalties at his discretion.

I. Grid Deadlines

Any qualifier who, for any reason, does not have their car on the grid ten minutes before race time shall be moved to the rear of the grid. Any qualifier who does not make the grid five (5) minutes before race time may be replaced by a standby from his class if the number of entrants exceeds the maximum.

VII. STARTS/RACE

A. Non-Competing Cars

Race cars not competing must be kept in the paddock during a race.

B. Starting Method

The NASCAR start or restart will be used for all races, additional pace laps count as race laps. Starting speed of 25 m.p.h. to be the responsibility of pole position driver. (No passing is allowed until past the start flag.) ALTERNATE STARTING METHOD MAY BE USED WITH THE APPROVAL OF THE CHIEF STEWARD AND RACE CHAIRPERSON.

C. Pit Wall Restrictions

No crew members will be allowed on the pit wall until the leader completes the third lap.

D. Re-enter Track

During the event, a car leaving the track must re-enter within a reasonable distance of the point of exit. Reasonable distance will be determined at the discretion of the Chief Steward.

E. Impound Penalties

All cars may be impounded and inspected at the finish line at the end of the race at the discretion of the Chief Technical Inspector or Chief Steward. The driver of a car found at the end of the race to have illegal studs or an illegal number of studs will be disqualified.

F. Position Improvement Restriction

A car may not improve its position on the track by using the pits during a pace car situation, i.e. full course yellow.

G. Race Finish

Last lap of each race will be indicated to drivers at start/finish.

VIII. TROPHIES/POINTS

A. Race Trophies/Awards

1. Each operating club shall provide trophies/awards for each class based on the number of entries: One trophy/award for every three entries with a maximum of three trophies/awards required. If co-drivers are mandatory, then two (2) trophies/awards for each position are required. Additional or special trophies/awards are optional.
2. Sprint race trophies will be awarded on the basis of the finishing positions of each heat.
3. First place trophies/awards must be presented following the race.
4. The remaining trophies/awards must be presented within a reasonable time.

B. Series Trophies/Awards

Series overall trophies shall be for first in each class.

1. Endurance Series points will be awarded to the driver(s) as follows: The score will be based upon the finishing position within the competing class, based upon the adopted points chart. In order to be considered a finisher, a car must complete half the total laps, rounded down, and covered by the overall winner of the race. A car has five (5) minutes after the checker flag is displayed to complete their last lap. (Manufacturers points are awarded highest finisher by make and class.) Car number "01" will be reserved for the entrant accumulating the most endurance race points.
2. Sprint Series points will be awarded to the car as follows: The sprint series will receive points for each race heat based upon the finishing position within the competing class, based upon the adopted points chart. Car number "1" will be reserved for the car accumulating the most sprint race points.
3. Points ties to be decided on the basis of finishing positions in all races entered in the series in affected class and category.
 - a. Number of 1st place finishes.
 - b. Number of 2nd place finishes, etc.

C. Other Awards

1. Rookie of the Year
 - a. In order to be considered for this award, a driver must start the season with a provisional license and their previous ice racing must be limited to the last two (2) seasons. They must compete in a minimum of three (3) ice races in the current season. Special consideration will be given to drivers who are inexperienced in all other forms of auto racing.
 - b. The most successful driver in competition will not necessarily be the winner of the award. All of the following points will be considered in the selection process:

Sportsmanship	Competitiveness of car
Preparation of car	Past racing experience
Finishing positions	Knowledge of the rules
Support of the sport	Observance of the rules
Support of local races	Driving improvement
Clean driving	Congenial to workers
Number of races	Congenial to officials

2. Most Improved Driver
To be determined by the general membership in conjunction with yearly elections.
3. Souther Award
To be determined by the Board of Directors. Awarded for contributions promoting the sport of ice racing.
4. Mechanic of the Year

To be determined by the Board of Directors.

5. Car number "1" will be reserved for the entrant accumulating the most endurance race points.

IX. GENERAL COMPETITION RULES

A. **General**

Classification of cars will be in two (2) categories: Modified (Classes GTO, GTU, GTX, GTXlites) and Stock (Classes ST, SGT). Each category may have different rules regarding appearance, modifications, tires, etc. All cars are required to meet the general rules section. An adjusted engine displacement multiplier is used to determine class splits. Displacement will be derived by engine serial number or block markings. No protests will be allowed regarding internal engine or transmission parts. Any car may be reclassified based on its performance at the discretion of the Rules Chairperson and IIRA Board.

<u>Engine type</u>	<u>Multiplier for Original displacement</u>
Rotary or 2 cycle	1.8
Turbo/Supercharged	1.7
Four-Wheel Drive	1.3 (GTX and GTXlites only)
Pushrod	0.8
Three valves per cyl.	1.1
Four valves per cyl.	1.2
Variable cam timing	1.1

Vehicles with more than one multiplier, ie 4x4, 4 valve 1600cc multiply the first total by the second multiplier ie. $1600 \times 1.3 = 2080 \times 1.2 = 2496\text{cc}$.

B. **Modified Category**

1. Classifications

- a. Class GTX - Unlimited engine, transmission, chassis. Must have full fender body. Roll cage is mandatory. Wings and spoilers are allowed but cannot extend beyond the perimeter of the car.
- b. Class GTXlites - Same as GTX except engine adjusted displacement not to exceed 2000cc (see multiplier), and no NO2 allowed.
- c. Class GTO - Those cars which 500 or more of that make and model were produced for street use. It is the responsibility of the entrant to prove eligibility. Suitable clear, plastic material may be substituted for all windows. Trunk lids, fenders, grills and hoods only may be of substitute material, but must be otherwise stock appearing. Floor may be modified for engine or trans. clearance, safety equipment or exhaust system clearance only. Wheel openings may be cut out only as required for tire clearance. Alternatively, fenders may be flared, but the original style wheel opening must be maintained. Spoilers and rear wings are allowed but cannot protrude beyond the perimeter of the car or be higher than the car's roof. Engine block must be stock appearing and available for that manufacture. No nitrous oxide (NO2) allowed.
- d. Class GTU - Same as GTO apply except engine adjusted displacement not to exceed 1750cc see multiplier.

2. Specifications

- a. Four-wheel hydraulic operated brakes must be operational.
- b. No protruding, sharp objects. Cars must run stock appearing bumpers or no bumpers.

- c. All batteries contained in driver's compartment must be completely enclosed and secured by a metal strap. Hot terminal must have insulating cover or be taped.
- d. All cars must have a substantial firewall between the engine and driver.
- e. A suitable bulkhead must be used between the driver and fuel tank, except when a metal contained fuel cell is used. All fuel tanks/cells must be vented to the outside of the vehicle. Fuel lines inside driver compartment must be metal covered, and any refueling of a fuel cell equipped car (i.e. during Endurance Race) must be done with no one in the car unless equipped with a properly installed external filler with breakaway and check ball.

C. Stock Category

1. General

Cars of which 500 or more of that make and model were produced and available to the public in the U.S. as street-legal, production cars. Strictly stock, as delivered, with no modifications allowed unless listed below.

2. Classifications

- a. SGT - Over 1750cc - under 3400 cc adjusted displacement.
- b. ST - Under 1750cc adjusted displacement.

3. Specifications

- a. Exhaust is free and must exit behind the driver. System must be safely secured along the entire length.
- b. Any D.O.T. wheels allowed.
- c. All SCCA IT modifications allowed.
- d. Driver's seat is free. Passenger seat must be stock or the same as the driver's seat.
- e. Rear seat may be removed. Loose items such as spare tire, jack, and spare tire cover must be removed for safety reasons.
- f. Steering wheel is free.
- g. Air intake to air cleaner may be re-routed within the engine compartment.
- h. An oil cooler and/or remote oil filter is allowed.
- i. Accessory gauges are allowed.
- j. Each competitor is required to have available a technical manual containing the specs for their car.
- k. If fuel cell is used, refer to 2e. under Modified.
- l. Wheel studs may be installed. Any wheel stud may not protrude past edge of rim.
- m. Wheel diameter is open so long as wheels are D.O.T. approved. Different size brake components, such as calipers and/or rotors, may be used to fit 13, 14 or 15 inch diameter wheels.
- n. Suspension is free but no modifications to suspension pick up points are allowed.
- o. Air deflectors allowed for rear visibility.

- p. All passive restraints must be disarmed, i.e. auto seat belts and air bags.
- q. Carpet and headliner may be removed.
- r. Headers will be allowed.

**ANY MODIFICATIONS THAT VIOLATE FEDERAL REGULATIONS
AFFECTING POLLUTION CONTROLS
WILL MAKE YOUR VEHICLE ILLEGAL FOR STREET USE**

D. General Specifications

1. Roll cages are required in all vehicles competing in an IIRA event. Specific installations are subject to approval by the Chief Technical Inspector. It is permitted to modify interior door panels and trim pieces to accommodate installation of the roll cage. Trim items such as visors, arm rests and grab handles may be removed. The basic purpose of the roll cage is to protect the driver if the car turns over and/or is rammed by another vehicle. It must be constructed to withstand compression forces from the weight of the vehicle coming down on the rollover structure and must prevent any intrusion into the driver's compartment. Forward braces and portions of the roll cage subject to contact by the driver must be padded with a resilient material. Material, ERW, DOM - Seamless mild steel tubing or alloy steel tubing must be used (ERW tubing requires wall thickness of .120 inch).

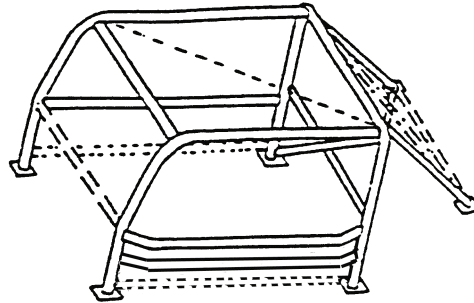
- a. All IMSA and SCCA legal cages are permitted.
- b. Minimum material size:

<u>Vehicle weight without driver</u>	<u>Material</u>	
	<u>Mild Steel</u>	<u>Alloy Steel</u>
Up to 1500	1.375 x .095	1.375 x .080
1500 to 2500	1.500 x .095	1.375 x .095
over 2500	1.500 x .120	1.500 x .095
	or 1.750 x .095	

An inspection hole, 3/16th inch diameter must be drilled in a non-critical area of the roll cage to facilitate verification of wall thickness.

c. Construction: The roll cage will consist of the main hoop with both a diagonal and horizontal brace, two rear down tubes, two front down tubes, a high front lateral tube connecting the front down tubes, two high fore-aft tubes from the main hoop connecting or contiguous with the front down tubes and two side door bars. It is permitted to supplement the structure with additional braces. The roll cage must be welded or bolted with backing plates at the points where the roll cage attaches to the vehicle.

Roll Cage Design:



Tubes represented by dotted lines are optional. NASCAR style door brace is highly recommended.
Dual driver's side door bars are required.

2. No dual wheel cars allowed.
3. Four wheel drive cars allowed only in Class GTX and GTXlites.
4. All cars are required to have protective webbing located over driver's window or safety belt attached arm restraints. Nets must not be attached to the door.
5. Drivers of open cockpit cars must wear arm restraints and the roll cage must have the top covered with metal.
6. Securely mounted, metal-to-metal, quick release four-point mounted seat belt and shoulder harness mandatory. Three inch lap belts, two inch shoulder width minimum.
7. Fire extinguishers are mandatory in all cars. Extinguishers must be secured with a metal bracket and accessible to driver while seated in the driving position. Minimum size is 2-1/4 dry chemical (10BC rating) or equivalent. The extinguisher must have a gauge or current (6 month) test tag.
8. Car numbers must be IIRA approved spec numbers decals on both doors, with class designation included at minimum of 5 inch height. A car number on the upper driver's side corner of the windshield is also required
9. All cars must display appropriate series sponsor decals as required by IIRA series sponsors. Required decals must be displayed properly (right side up in full size). Decals, lettering or any identification that conflicts with IIRA series sponsors will not be allowed. Decals, lettering or any identification of sanctioning groups that compete with IIRA will not be allowed.
10. Head lights, tail lights and brake lights must be fully operational at tech inspection and one of each at the beginning of the race. One of each light must be operational at all times throughout the race, practice and qualifying. All tail lights shall have standard bulbs or bulbs of greater intensity. Auxiliary headlights are acceptable, mounted close to factory mounting point.
11. An amber or yellow quartz-halogen foul-weather light of 100W minimum, flood style - not spot style, pointing rearward and mounted centrally on the outside of the car is mandatory. The light must be on while on the track and remain unobstructed throughout the race.
12. Must have inside and outside rear view mirrors.
13. Mandatory tow points in front and rear, marked with red paint or lettering. Must be easily connected to by tow truck operator.
14. Maximum length of car 190 inches.
15. Tires

- a. Drive Wheels: Spec Tire as approved by IIRA Board of Directors as delivered with no modifications.
 - b. Non-drive Wheels: D.O.T. approved tires, Lindorfer style or Cam Am molded ice race tires and Lender style blank caps that are hand grooved and other pre-approved ice tire designs are permitted. All tires must have a tread pattern surface area greater than 28 sq. in./lineal ft. of tread. Any new design is welcome, but must be approved for use by the IIRA Board of Directors. Any tire must be (or have been) available to all competitors. Tire brand must be same as series tire sponsor or must be buffed off tire completely.
 - c. Pre-approved designs: For non-drive wheels, hand studded tires that meet the following requirements are allowed. Metal screws may be installed from the outside of the tire. These screws must not puncture through to the interior of the tire. These screws must not be installed in the outer half inch of the tread of the tire. There is no limit on the number of studs for these tires.
16. Studs
- a. Drive Wheels: Spec studs as delivered in spec tire as allowed by IIRA Board of Directors with no modifications.
 - b. Non-drive Wheels: 28 studs/linear ft maximum.
17. There must be a restraining strap on all drive shafts of all front engine, rear drive cars.
18. All cars must have full windshields. Windshield wiper must be operational on driver's side of car at all times.
19. All cars must be neat appearing, mechanically and structurally sound with no protruding, sharp edges.
20. Both front doors must be operational from inside and outside.
21. No profanity or vulgarities may be displayed on race cars.
22. All cars must have a muffler as part of their exhaust system. Mufflers are required at all times during races.
23. All cars will be required to have a drip pan in the pit area.
24. Tires must be completely covered by fenders or flares when viewed from above. If flares are added, they must be made of the same material and thickness of the surrounding fender.

E. Rubber to Ice Class

This class is to promote an entry level to ice racing that doesn't require as large a financial commitment as the other classes. Only the following modifications are allowed. Modifications beyond these rules are not allowed:

1. Cars must be two wheel drive.
2. A four point roll bar is required. It must have one diagonal in the main hoop plane and two rear stays. Additional bars may be added. Full roll cages are allowed. All roll cages and bars must be constructed to the design and sizing found in IX.D.1 except all trim components must be retained. Trim components may be modified but only to the extent necessary to allow installation of the roll structure.
3. The driver's seat may be replaced with a racing style seat but must be securely attached and designed for automotive use.
4. IIRA cars prepared to Stock or Modified may compete in this class as long as the car fully meets all requirements for the Stock or Modified class (except tire rules).

5. Wheels are unrestricted in size but the tire/wheel assembly must be covered by the fender when viewed from above and must not interfere with anything throughout the full range of motion of suspension and steering.
6. Any unmodified DOT rated tire may be used.

X. OFFICIALS

A. Marshals

Appointed, trained marshals shall be responsible for Timing/Scoring, Flagging/Communications, and Driver Registration. Timing/Scoring officials shall be in charge of timing of qualifying sessions and scoring the races, and of preparation and coordinating distribution of grid sheets and official results. Marshals will be positioned around the track during practice and the race. They will be equipped with the proper colored flags, paddles or lights and must be familiar with flagging procedures.

B. IIRA Officials

A Chief Steward and Chief Technical Inspector shall be appointed annually by the Board of Directors. These appointed officials are required to uphold and enforce all IIRA rules and regulations.

C. Duties of Chiefs

Specific duties and authority of the series chiefs are as follows:

1. Series Chief Steward

- a. The series Chief Steward (CS) shall be in full charge of the operation of all activity at the track for the entire duration of the event. The CS has authority over the Race Chairman and other local club representatives regarding schedule changes, course changes, communication procedures, flagging and marshalling procedures, etc. and has the responsibility to coordinate with the club Race Chairman. The CS has authority to assess penalties against entrants or drivers for rule infractions or unsafe conduct, but should confer with competitor before assessing penalty. Prior warnings should be used in all but extreme situations. Penalties should be well thought out, reasonable and consistent depending upon the seriousness of infraction. Penalties for rule infractions during the race may be assessed in the form of lap or multiple lap penalties during or after the race. The black flag shall be used as a control measure to maintain a safe race. A furled black flag may be used as a warning not to commit the violation again. Should the competitor commit the same violation after receiving the furled black flag, the CS shall order a full black flag for that driver to insure the safety of all concerned.
- b. The Chief Steward has authority over the Chief Technical Inspector regarding the operation of technical inspection, but does not have authority to over-rule the Chief Technical Inspector's action regarding passing or failing a car at technical inspection or classification of a car.
- c. The Chief Steward has authority over the operation of Timing/Scoring, but does not have the authority to modify grid positions or race results except for instances when an assessed penalty results in a change in grid or finishing position.

2. Series Chief Technical Inspector

- a. The series Chief Technical Inspector (CTI) shall be in charge of operating a detailed safety and legality inspection (technical inspection) of all cars entered in an event. The CTI has the authority over the operating club's Technical Inspectors and has the responsibility to coordinate with the operating clubs' Technical Inspectors. The CTI shall issue and affix a visible sticker to cars passing technical inspection before they are allowed on the track. A car may be passed by the CTI for one event only, pending satisfactory correction of item(s) failing inspection. The CTI may re-classify a car into its correct class per these rules.

- b. The CTI must also re-inspect all vehicles involved in rollovers and serious track accidents before they are allowed back out on the track.
- c. The CTI is in charge of making spot checks of all technical items (including studs and tires) and may rescind and remove tech stickers for violations. He/she is in charge of operating pre-race stud check, post qualifying/post-race impound, protest inspections and other technical duties assigned by the Chief Steward.

D. Responsibilities

The Chief Technical Inspector shall be responsible to the Chief Steward and to the IIRA Board of Directors.

E. Assistant Chiefs

The Chief Steward and Chief Technical Inspector may also appoint an Assistant Chief. The duties of each Assistant Chief of Specialty shall be to:

1. Assist the related Series Chief of Specialty.
2. Act as Chief of Specialty at each race from which the related Chief of Specialty is absent.

F. The IIRA Board, at their discretion, may choose to define additional officials as needed.

XI. PROTESTS

A. Right to Protest

The right to protest shall be limited to drivers and entrants in that event. Protests on classifications must be lodged by an entrant in the same class.

B. Technical Protests

Technical protests, including classification of cars, will be directed to the Chief Steward in writing no later than one-half hour after the checkered flag and must be accompanied by a \$25 (U.S. funds) protest filing fee to be put into the IIRA treasury, not refundable. If, while checking out a technical protest, a "different" illegal modification is found, the car will be declared illegal and a penalty assessed.

1. Protests submitted after the close of Saturday qualifying may be held for resolution the following day and protests submitted more than 30 minutes after the conclusion of the last race may be held for resolution the following weekend, at the discretion of the Chief Steward.
2. Protests must be well-founded and must not be "class action" protests against more than two (2) entrants. The Chief Steward may refuse to accept protests judged to be not well-founded and the Technical Protest Committee may refuse to hear technical protests they judge not well-founded.

C. Timing/Scoring Protests

Timing and Scoring protests will be directed to the Timing/Scoring marshal(s) in writing within 30 minutes of the posting of the provisional results. Timing protests do not require a protest fee. The Timing/Scoring marshal(s) will resolve all timing and scoring protests.

D. Technical Protest Committee

The Rules Chair (or Acting Chair) plus the Chief Steward and Chief Technical Inspector will act as a Technical Protest Committee to resolve all equipment and classification protests. A local club member may be appointed by the Chief Steward as a replacement to serve on the Technical Protest Committee if the Rules Chair (or Acting Chair) is involved in the protest or is an entrant in the class being protested. Minutes of all technical protest meetings must be taken, saved and logged along with the names of members present and a copy of the protest. Rulings or decisions and optional explanation must be

posted with race results. Technical Protest Committee rulings or decisions are final and may not be appealed and may not be reconsidered at subsequent races.

E. Drivers' Conduct

Protests concerning conduct of drivers will normally be decided by the Chief Steward. If the protest requests revocation or suspension of license, however, it must be referred to the IIRA Board. The Chief Steward may bar a driver from further participation in the current race, but only the Board of Directors may revoke or suspend a license.

F. Chiefs' Conduct

Protests concerning the conduct and competence of the Chief Steward or Chief Technical Inspector may be heard by the Board of Directors, but only at regularly scheduled meetings after the last race of the season. Action on such a protest may not include modification of any race results.

G. Timing/Scoring Appeals

There shall be no appeal of protest decisions on Timing/Scoring protests or technical protests.

H. Ad Hoc Meetings

Ad Hoc meetings convened to discuss or modify protest decisions shall have no authority to change rule interpretations. Any motions, decisions, etc. are advisory only and not binding on race officials at the race event or subsequent events.

XII. APPEALS COMMITTEE

A. Appeals

In the event of a penalty assessed after the checkered flag of a race or qualifying session, not resulting from a protest decided by another committee, the driver or co-driver receiving the penalty may request to appeal the penalty to the Appeals Committee. Requests for appeal must be made to the Chief assessing the penalty. The request may be denied if:

1. More than 1/2 hour has passed since the penalty was assessed.
2. The request is not in writing. If a verbal request is denied, the request may be submitted again in writing.
3. The Chief assessing the penalty deems the appeal unwarranted and unfounded.

B. Appeals Committee

The Appeals Committee shall consist of the Chief not levelling the penalty, the Rules Chair (Acting Chair), and the Race Chair. If either the Rules or Race Chair has an interest in the appeal, the Chief not levelling the penalty may appoint a local club member as a replacement to serve on the Appeals Committee.

1. The Committee will:
 - a. Hear the appeal.
 - b. Use any means at hand to gather information, i.e. video tapes.
 - c. Use no more than one (1) hour to give a unanimous decision.
 - d. Give explanation of the decision.
2. The Committee must do one of the following:
 - a. Assess a higher penalty.
 - b. Assess a lesser penalty.
 - c. Overturn the penalty.

d. Dismiss the appeal.

The decision of the Appeals Committee is final and may not be appealed.

XIII. LIABILITY

A. Liability

Every race car owner, driver, crew member or other person being allowed to participate in an IIRA event, agrees to be bound by these IIRA rules and in recognition of the hazardous nature of automobile racing assumes all of the risk by reason of their participation or association with automobile racing and does for themselves, their heirs, executors, administrators, successors or assigns, release and discharge the International Ice Racing Association and its respective officers, officials, agents, employees, successors and assigns for any and all liabilities for personal injuries that may be received, and from all claims for damages for injury to person or property growing out of or resulting from any race, races or any other competition whatsoever including qualifications, practice runs, and/or exhibitions or other appearances whether contemplated or held under these rules or caused by any construction or condition of any tracks, equipment, race cars or other devices used therefore, or by reason of any alleged cause or condition of any nature whatsoever.

2009 Scoring Chart

Cars entering each class in each race

PO	1	2	3	4	5	6	7	8	9	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3
1	3	6	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40													
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Example: A finish of 3rd in class would receive ten points with 10 cars in the class.

BY-LAWS OF THE INTERNATIONAL ICE RACING ASSOCIATION, INC.

A CORPORATION DULY ORGANIZED UNDER THE LAWS OF THE STATE OF MINNESOTA

ARTICLE I NAME

Section 1.

The name of this corporation shall be the International Ice Racing Association, Inc.

Section 2.

This Organization shall be governed by the Minnesota Non-Profit Corporation Act, Minnesota Ch. 317A, except to the extent that these By-Laws modify or change an provision of the Act.

ARTICLE II PURPOSE

The purpose of the organization shall be the promotion of winter motor sports.

ARTICLE III OFFICERS

The Officers of this corporation shall be the following who shall be elected annually by the members.

Section 1. President

This person shall be a current member of the organization. The President shall conduct all meetings, shall be an ex-officio committee member of all committees and shall otherwise have the general powers and duties of supervision and management usually vested in the office of President of a corporation. In addition, the President shall coordinate the times, dates and places and notices for all meetings, shall sign all legal documents and shall coordinate the relationship between the IIRA and sanctioned clubs.

Section 2. Vice-President

This person shall be a member of the IIRA and shall, in the absence or disability of the President, perform the duties and exercise the power of the President and shall perform such other duties as the Board of Directors shall prescribe. The Vice-President shall be elected by the membership annually.

Section 3. Secretary/Treasurer

This person shall be a member of the IIRA and shall be elected by the membership annually. The Secretary/Treasurer shall be responsible to record all votes and minutes of all meetings of members, committees, and Board of Directors and shall also report to the Board of Directors at its regular meetings on the financial condition of the corporation. In addition, the Secretary/ Treasurer shall have all the duties and obligations normally associated with this office in a corporation including custody and responsibility for all income and disbursements.

Section 4. Rules Chairperson

This person shall be a member of the IIRA and shall be elected by the membership annually. The Rules Chairperson's duties shall include the preparation and interpretation of the rules of competition for the current ice racing season. The Rules Chairperson can make changes to the rules of competition with the approval of the IIRA Board of Directors.

Section 5. Vacancies

If any of the above offices becomes vacant for any reason, the Directors then in office may choose a successor who shall hold office for the unexpired term of the office.

ARTICLE IV GENERAL

Section 1. Composition

The voting members of the Board of Directors shall be Vice-President, Secretary/Treasurer, Rules Chairperson, Chief Steward, Chief Technical Inspector **and the club representative of each sanctioned club**. There shall be one voice per person and no duplication because of dual membership status. The President shall vote only to break a tie.

Section 2. Duties of Directors

The property and business of this corporation shall be managed by its Board of Directors, which shall not be less than three (3) in number.

Section 3. Meetings and Notice

The Board of Directors shall meet at times and places as designated by the President in a written notice two weeks before said meetings. There shall be a minimum of two meetings each calendar year, one in the spring of the year, one in the fall of the year. Regular and special meetings of the Board of Directors may be held with 12 hours written notice (which notice may be waived by a 2/3 majority of voting board members). Said notice shall state the purpose of said meeting. Any officer of the Corporation who has three consecutive unexcused absences from official Board of Directors meetings will be considered to have resigned his or her position with the Board.

Section 4. Voting

A quorum to conduct business at a regular meeting of the Board of Directors shall be one more than one half of the voting members. Passage of a motion on the floor at a regular meeting shall require a simple majority of the voting members present.

Section 5. Sanctions

In addition to its regular duties, the Board of Directors shall determine which organizations shall enjoy sanctioning by the IIRA.

ARTICLE V COMMITTEES

Section 1. Special Committees

These may be formed by the Board of Directors for the time and purposes deemed necessary.

Section 2. Standing Committee

A Nominating Committee shall consist of three members appointed annually by the President. The duties of the committee are to provide a ballot for voting by the membership, conduct the election, tabulate the votes and certify the election results to the general membership.

Section 3. Committee Chairpersons

The chairperson of any committee shall be elected by the members of that committee.

ARTICLE VI MEMBERSHIP MEETINGS

Section 1. Place

All meetings of the members shall be held at such place as designated by the Board of Directors.

Section 2. Time

There shall be at least one annual meeting open to all members each calendar year. There may be other meetings of the members, at the call of the Board of Directors. The Board of Directors shall call a membership meeting at any time when demanded by 45% of the members in writing.

Section 3. Notice

Thirty days before the annual meeting of the membership and whenever possible before other membership meetings, the Board of Directors shall cause to be delivered to each member a notice stating the time and place of said meeting and where applicable said notice shall include the purpose of said meeting.

Section 4. Quorum

Unless otherwise stated, all motions shall be approved by a majority of those voting on the issue.

Section 5.

Business transacted at all special meetings shall be confined to the purposes stated in the notice.

ARTICLE VII

The fiscal year shall begin the first day of October of each year.

ARTICLE VIII AMENDMENTS TO BY-LAWS

These By-Laws may be amended or altered by the vote of two-thirds of the Board of Directors at any meeting, provided that notice of such proposed amendments shall have been given in the notice given to the Directors of such meeting. Such authority in the Board of Directors is subject to the powers of the members to change or repeal such By-Laws by a majority vote of the members present at any annual meeting or at any special meeting called for that purpose and the Board of Directors shall not make or alter any by-law fixing their number, qualification or term of office.

By-Laws may also be amended in the following manner. Forty-five percent of the members may present a petition to the Board of Directors, stating the by-law to be amended and the amendment thereto, the Board of Directors shall then prepare a notice to all members of record, advising of the proposed change and setting a date for a special meeting of the membership to consider said change, said notice shall be sent out sixty days prior to said meeting date. At said meeting, said amendment or change shall be considered and voted upon and shall require a total of two-thirds of the members present and voting thereon to carry.

FIRST AMENDMENT

The Board of Directors by unanimous vote on October 14th, 1988 mandated that all officers of the corporation be elected annually, including the office of President and Vice-President. The provisions in Article III whereby the Vice-President ascended to office of President were eliminated.