

Volume 24, Issue 1

HARDWATER NEWS

The Official Newsletter of the International Ice Racing Association

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2012 Season Schedule

Jan. 7-8, 2012

Garrison, MN
Lake Mille Lacs

Jan. 21-22, 2012

Mankato, MN
Madison Lake

Jan. 28-29, 2012

Lindstrom, MN
South Lake Lindstrom

Feb. 11-12, 2012

Mankato, MN
Madison Lake

Feb 18 – 19, 2012

Thunder Bay, ON
Lake Superior

Feb 25-26, 2012

Garrison, MN
Lake Mille Lacs

Mar 2012 TBD

Banquet and Membership Meeting

President's Corner

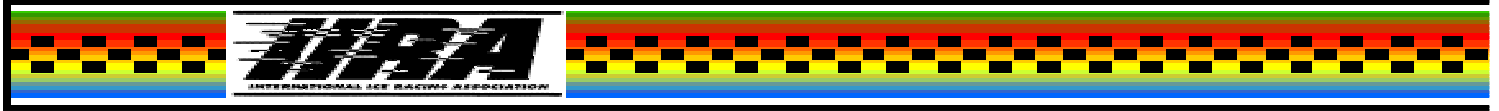
Renee Anderson

I always look forward to a year of stability and predictable expectations. Never happens though. Change is always inevitable and this organization is good for that. Last year was a major undertaking and I am very pleased with how well the membership responded. We had an outstanding season and I am predicting another one this year.

We are financially in good shape to start the season after last year's expense with the Timing and Scoring equipment. It works reasonably well for the conditions we experience. For those who purchased transponders last year, you are set. Just remember to put them back into the cars with fresh batteries. We still have transponders for sale this year. Fees remain the same. We will have a rent to own program which will end at the conclusion of the 2012 season.

We want to continue supporting and encouraging rubber to ice competition and based on the races we have run, will relax the rules for this class to allow more entrants with cars that want to try their skills out on the track.

Start working on your cars now, January is approaching fast.



2012 IIRA Board of Directors

President – Renee Anderson

Vice President – Dick Nordby

Secretary/Treasurer – Brian and Jody Lange

Rules Chair – Ty Saiki

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2012 Rules Highlights

For the 2012 season, check the rules. There have been some rewrites that should make the fields bigger in some areas. In particular, for rubber to ice, the roll cage rules have been removed to allow cars that meet the general wheel base requirements to be competitive. This is creating a bit of excitement for the autocross drivers and chump car drivers who have been looking for a venue to drive competitively on the ice. This is an exciting opportunity for the club for the 2012 season but may involve some schedule adjustments if the rubber to ice fields get larger.

Helmets will need to be updated for the 2012 season to be current with other racing organizations. 2000 or newer helmets will be required for 2012 and then move the 2005 for the 2013 season. Check your helmet dates. Helmets will not require tetanus or blood type information on it.

8" minimum lettering will be required for all cars with a highly contrasting color. This replaces the required graphics previously as we move to the transponders. We still need the numbers on the cars for corner workers and safety personnel on the track to identify cars on the race track.

ET tire specifications will be written into the studded tire specification and removed as a separate class. These cars will run in the general studded tire classifications.

Tires

The standard spec tire for all studded tire classes can be acquired from Pete Burgess at Menards. These tires come in a 13 inch, 14 inch, and 15 inch rim size. These tires are higher profile than what comes on most newer cars. The O.D. of the 14 inch and 15 inch are the same. The phone number is 715-876-2681 to check for availability, prices and to order. Ask about using your Menards Big Card when you order your tires.

If you are going to build your own tires, the tires must have less than or equal to 28 studs per lineal foot and the stud protrusion must be less than or equal to 3/16 inch. Studs can only protrude from the tread area and cannot be in the sidewall area of the tires. To see more on how the installation is done and how it looks or works, go to Don Hupe's cheater tire page on Facebook.

There are other links to other stud types also linked in the website on the tire page.

Be cautious with the tire sealant. Slime didn't perform at all and isn't rated for the speeds above 40 mph which is well below what we expect from our racing conditions.