

PRELIMINARY REGULATIONS



February 24, 25 & 26, 2012

Circuit ICAR (Québec)

TABLE OF CONTENTS

PRELIMINARY 2012 GENERAL COMPETITION RULES

GENERAL PRESCRIPTIONS Pages 3 to 6

1/ General Provisions	Page 3
2/ Eligible Vehicles	Page 3
3/ Event Characteristics	Page 4
4/ Event Organization	Page 4
5/ Classification	Page 5

PRELIMINARY STANDARD REGULATIONS Pages 6 to 25

I/ PROGRAM	Pages 6 to 7
II/ ORGANIZATION	Pages 8

1/ Organizing Committee - Officials	Page 8
-------------------------------------	--------

III/ GENERAL CONDITIONS	Pages 8 to 11
--------------------------------	----------------------

2/ General Remarks	Page 8
3/ Track Description	Page 9
4/ Eligible Vehicles	Page 9
5/ Eligible Competitors	Page 9
6/ Entry Forms - Entries	Page 9
7/ Entry Fees	Page 10
8/ Insurance	Page 11
9/ Modifications - Interpretations	Page 11

IV/ CHECKS	Pages 12 to 13
-------------------	-----------------------

10/ Administrative Check	Page 12
11/ Scrutineering	Page 12
12/ Safety	Page 13

V/ EVENT PROCEDURES	Pages 13 to 20
----------------------------	-----------------------

13/ Official Timed Practices	Page 13
14/ Rounds	Page 14
15/ Method of Classification	Page 14
16/ Awarding of Points	Page 16
17/ General Remarks	Page 17
18/ Penalties	Page 19

VI/ PARC FERME - RESULTS – PROTESTS	Page 20
19/ Parc Fermé	Page 20
20/ Results	Page 20
21/ Protests - Appeals	Page 20
VII/ PRIZE-GIVING	Page 20
VIII/ OTHER INFORMATION	Page 21
25/ Fire Extinguishers	Page 21
26/ Protection of the Environment	Page 21
27/ Authorization	Page 21

**PRELIMINARY
2012 TECHNICAL REGULATIONS**

ARTICLE 1 – GENERAL REMARKS	Pages 22
1.1 Definition	Page 22
1.2 Noise - Exhaust	Page 22
1.3 Fuel	Page 22
1.4 Tires and Wheels	Page 22

ARTICLES 2 – PERMISSIBLE MODIFICATIONS AND PRESCRIPTIONS	Pages 22 to 25
2.1 Headlights	Page 23
2.2 Tail Lights	Page 23
2.3 Tow Hook	Page 23
2.4 Seats, Brackets and Seat Supports	Page 23
2.5 Windshield, Windows	Page 24
2.6 Spare Wheels	Page 24
2.7 Fuel tank	Page 24
2.8 Steering Column	Page 24
2.9 Safety Belts	Page 24
2.10 Roll Cage	Page 24
2.11 Carpet	Page 24
2.12 Extinguishing Systems	Page 24
2.13 Fenders	Page 25
2.14 Telemetry and Other	Page 25

24 HOURS ON ICE « REVIVAL » 2012

- GENERAL PRESCRIPTIONS -

- PRELIMINARY STANDARD REGULATIONS -

INTRODUCTION

The 24 Hours on Ice « Revival » is an endurance event, contested over 6 Rounds and one Super Final on a closed ice-covered course.

Only the 5 best Rounds and the Super Final will count towards the overall standings.

In 2012, the 24 Hours on Ice « Revival » welcomes :

- **Two-wheel drive Touring Cars**, of Groups 1 and 2, built up to and including 1981.
- **Two-wheel drive Grand Touring Cars**, of Groups 3 and 4, built up to and including 1981.

A/ GENERAL PRESCRIPTIONS

1/ General Provisions

1.1 The International Sporting Code (the Code), its appendices, the general prescriptions, and the official FIA bulletins will all be strictly adhered to for the 24 Hours on Ice « Revival ».
The Event will be organized in accordance with the agreed upon covenant between the Organizing Committee and the Auto Sport Québec (A.S.Q) federation.

1.2 There will be 5 classes for the 24 Hours on Ice « Revival » :

- A Scratch class (Overall)
- A Group 1 class
- A Group 2 class
- A Group 3 class
- A Group 4 class

1.3 The Organizing Committee will do its utmost to ensure the Event takes place in a faultless manner and in accordance with the FIA rules. It will supervise the proper execution of the entire Event both on the Technical side and the Sporting side, but will not carry out any duties allocated to the officials as per the International Sporting Code.

2/ Eligible Vehicles

2.1 The eligible competition cars are described in the Standard Regulations, III/ General Conditions, Article 4.1 (page 9).

For the 24 Hours on Ice « Revival » Event, the cars will use a single type of tire, specified by the Organizing Committee in accordance with the Official Manufacturer.

3/ Event Characteristics

3.1 The 24 Hours on Ice « Revival » Event will take place on a circuit that conforms to the FIA Off Road Ice circuit specifications.

In 2012, the circuit will be a minimum length of 1.2 km and a maximum length of 1.6 km with a minimum width of 15 metres and maximum width of 20 metres, specially designed on hard icy ground.

The Event will consist of 6 Rounds and a Super Final.
Each Round will be 30 minutes in duration.

Adverse weather conditions could be cause for a reduced duration.

The circuit will be run in both directions for the Practices and the Rounds.

4/ Event Organization

4.1 The 24 Hours on Ice « Revival » Event will take place as follows :

- 1 Open Practice session, on Friday.
- 3 Official Timed Practice sessions (one per driver) on Friday.
- 4 Qualifying Rounds consisting of a maximum of 2 heats each, on Saturday.
- 2 Qualifying Rounds consisting of a maximum of 2 heats each, on Sunday.
- 1 Super Final, on Sunday afternoon.

*** The top 6 vehicles in each Group are to advance to the Super Final.**

4.2 The procedures for Practices, Rounds, and the Super Final are described in the event's Standard Regulations, Articles 13 and 14 (pages 13 and 14).

4.3 The maximum number of starters is **48**.

For each entered car, there will be a minimum of **2** drivers, maximum of **3** drivers, and **1** mandatory passenger (see Article 45 and 46 of the Code).

**** During the Event, the Organization will have available a minimum of 15 spare passengers who hold a valid license.***

4.4 The type of tire and type of studs for the cars must be approved by the organizing committee.

4.5 The Stewards of the Meeting will be made up of three Officials, including the Chairman.

4.6 Starting Grid : staggered in 1/1 formation (15 metres between cars 1 and 3).

4.7 The Track Marshals must carefully observe the track to ensure that intentionally caused accidents do not benefit those at fault.

All accidents must be reported by the track marshals to Race Control in light of possible sanctions, to be decided upon by the Stewards of the Meeting.

4.8 Flag signalling must conform to Appendix « H » of the Code and the decision to signal flags is entirely at the discretion of the Clerk of the Course or the Stewards of the Meeting, as per the provisions in Appendix H of the Code.

5/ Classification

5.1 Points :

For each **Round (or each heat)** points will be awarded for the Scratch Classification as per the following schedule :

Position	Points	Position	Points
- 1 st	20 points	10 th	9 points
- 2 nd	18 points	11 th	8 points
- 3 rd	16 points	12 th	7 points
- 4 th	15 points	13 th	6 points
- 5 th	14 points	14 th	5 points
- 6 th	13 points	15 th	4 points
- 7 th	12 points	16 th	3 points
- 8 th	11 points	17 th	2 points
- 9 th	10 points	18 th	1 points

- For the Group Classification **provided a minimum of 6 cars** per group at the start :

Position	Points	Position	Points
- 1 st	10 points	6 th	5 points
- 2 nd	9 points	7 th	4 points
- 3 rd	8 points	8 th	3 points
- 4 th	7 points	9 th	2 points
- 5 th	6 points	10 th	1 points

- For the Group Classification **if less than 6 cars** per group at the start :

Position	Points
- 1 st	8 points
- 2 nd	7 points
- 3 rd	6 points
- 4 th	5 points
- 5 th	4 points

For each Round (or Heat) the Team is to add the scratch points plus group points.

For the Super Final, only the Scratch classification points will be counted, based on the Rounds' points schedule, and only for the top 10.

5.2 Classification :

Scratch Classification per Team and Group Classification per Team.

At the end of the Event, the team with the highest total of accumulated points, counting the best 5 results of the 6 rounds, plus the result of the Super Final, will be declared Winner of the 2012 24 Hours on Ice « Revival ».

5.3 Tied Drivers :

Ties will be broken by the number of Rounds won throughout the event, followed by the number of 2nd place finishes, then 3rd places, and so forth ...

5.4 Advertising on the Cars:

The Organizing Committee reserves the right to affix advertising (provided by the Organizing Committee) on the following locations, as per paragraph 209 Chapter XVII of the International Sporting Code :

- Front license plate.
- The front windshield banner.
- The front right and left doors, as well as the roof, for the racing numbers (3).
- The four corners of the car for the « *Official* » Tire Manufacturer of the 2012 24 Hours on Ice « Revival ».

5.5 Advertising on the Drivers' Suits :

Drivers must attach a 24 Hours on Ice « Revival » patch (provided by the Organizing Committee), placed on the upper left side of the suit.

5.6 Prizes :

- Scratch Standings : the top 3 will receive a Trophy.
- Standings by Category :
 - The 1st in Group 1 will receive a Trophy.
 - The 1st in Group 2 will receive a Trophy.
 - The 1st in Group 3 will receive a Trophy.
 - The 1st in Group 4 will receive a Trophy.

B/ PRELIMINARY STANDARD REGULATIONS

CHAPTERS :

- I/ Program
 - II/ Organization : Article 1
 - III/ General Conditions : Articles 2-9
 - IV/ Checks : Articles 10-12
 - V/ Event Procedures : Articles 13-18
 - VI/ Parc Fermé - Results - Protests - Appeals : Articles 19-21
 - VII/ Prize-Giving : Articles 22
 - VIII/ Other Information: Articles 23-27
-

I/ PROGRAM

Wednesday, August 10, 2011 = Publication of the regulations and opening of the entry acceptance period.

Thursday, December 15, 2011 = Closing of entries.

*** Friday, February 24, 2012**

8:30 to 13:30 - Administrative Check at the ICAR Complex in Mirabel.

8:45 to 13:45 - Scrutineering at the ICAR Complex in Mirabel.

14:30 to 15:15 - Open Practice, clockwise.

15:30 to 16:15 - Open Practice, counter-clockwise.

16:30 to 16:45 - Draw for starting order of the Official Timed Practice.

Starting forms naming the Drivers designated for the 1st, 2nd and 3rd sessions must be submitted by the Team Managers to the Clerk of the Course.

17:00 to 17:45 - 1st Official Timed Practice session, clockwise.

18:00 to 18:45 - 2nd Official Timed Practice session, counter-clockwise.

19:00 to 19:45 - 3rd Official Timed Practice session, clockwise.

*** Saturday, February 25, 2012**

10:00 to 10:30 - Warm Up

11: 00 - MANDATORY Briefing for Entrants, Drivers and Team Managers.

12:00 to 12:30 - 1st Qualifying Round heat A, clockwise.

12:45 to 13:15 - 1st Qualifying Round heat B, clockwise.

14:30 to 15:00 - 2nd Qualifying Round heat A, counter-clockwise.

15:15 to 15:45 - 2nd Qualifying Round heat B, counter-clockwise.

17:00 to 17:30 - 3rd Qualifying Round heat A, clockwise.

17:45 to 18:15 - 3rd Qualifying Round heat B, clockwise.

19:30 to 20:00 - 4th Qualifying Round heat A, counter-clockwise.

20:15 to 20:45 - 4th Qualifying Round heat B, counter-clockwise.

*** Sunday, February 26, 2012**

9:00 to 9:15 - Warm Up

10:00 to 10:30 - 5th Qualifying Round heat A, clockwise.

10:45 to 11:15 - 5th Qualifying Round heat B, clockwise.

12:00 to 12:30 - 6th Qualifying Round heat A, counter-clockwise.

12:45 to 13:15 - 6th Qualifying Round heat B, counter-clockwise.

14:30 to 15:00 - Super Final, clockwise.

15:15 - Podium followed by the Press Conference (mandatory for the top 3 teams).

20:00 - Prize-Giving at the hotel Montréal Marriott - Château Champlain.

II/ ORGANIZATION

1/ Organizing Committee - Officials :

1.1 The **2012 24 Hours on Ice « Revival »** is jointly organized by C.D.O International, the ICAR Complex and the Auto Sport Québec (A.S.Q) federation.

It is organized in compliance with the FIA International Sporting Code, the General Prescriptions, the General Regulations of FIA OFF ROAD ICE Circuits and these Regulations.

1.2 Organizing Committee :

C.D.O International

Franz Hummel and Michel Jacquier-Laforge

Secrétariat Général Permanent

B.P 152

74 404 Chamonix Mont-Blanc Cedex - France

Ph : + 33 (0) 450 55 93 92

E-Mail : info@24heures-sur-glace.com - Site : www.24heures-sur-glace.com

1.3 Officials :

- 1 Chairman of the Stewards of the Meeting
- 2 Stewards of the Meeting
- 1 Meeting Secretary
- 1 Clerk of the Course
- 3 Assistant Clerks of the Course
- 1 Event Secretary
- 1 Chief Scrutineer
- 3 Assistant Scrutineers
- 1 Chief Timekeeper
- 3 Timekeepers
- 1 Chief Safety Officer
- 1 Assistant Safety Officer
- 1 Chief Medical Officer
- 2 Medics
- 1 Competitor Relations Officer
- 1 Media Officer
- 1 Head Track Marshal
- 1 Head Pit Marshal

1.4 Official Notice Board :

The official notice board will be installed in the false-grid area and at the Office of the Meeting at the ICAR Complex.

III/ GENERAL CONDITIONS

2/ General Remarks :

The 2012 Event does not count towards any championship.

3/ Track Description :

The ICAR circuit is situated on the former Montréal International Airport in Mirabel, Québec.

4/ Eligible Vehicles:

4.1 All two-wheel drive cars in groups 1, 2, 3 and 4 built up to and including 1981.

4.2 All two-wheel drive cars belonging in these groups (1, 2, 3 and 4) are eligible with or without a logbook but accompanied by their homologation forms.

The Entrant can obtain their homologation forms from their A.S.N, who will authenticate them. These forms must be presented at the Scrutineering.

** For timing purposes the organization will equip all cars with a trans-x 260 transponder from AMB.*

5/ Eligible Competitors :

Anybody holding an International or National Competition License and/or Driver's License valid for the Event is eligible.

Drivers and Passengers (see paragraph 46 in the Code) must carry their license on them throughout the duration of the Event.

6/ Entry Forms - Entries :

6.1 Anyone wishing to participate in the 24 Hours on Ice « Revival » must complete and send the attached form to the offices of :

C. D. O International

B.P 152

74 404 Chamonix Mont-Blanc Cedex - France

Ph : + 33 (0) 450 55 93 92

E-Mail : info@24heures-sur-glance.com - Site : www.24heures-sur-glance.com

6.2 Competitors must obtain authorization from their ASN, in accordance with Article 70 of the International Sporting Code.

6.3 Once submitted, modifications to the entry form are not permitted, except in those situation listed in these regulations. However, an Entrant may freely replace the declared car with another up to the moment of Scrutineering.

6.4 The Entrant has the right to replace 1 or 2 declared Drivers by 1 or 2 other Drivers up to the moment of the Administrative Check.

6.5 Each car must have a Driver and a Passenger on board.

No one Driver may drive for the entire duration of a Round. He must switch with one of the other registered Driver, as per the regulations.

6.6 If the Organizing Committee refuses an entry, they will inform the applicant of such refusal within 8 days of receipt of the entry and no later than 30 days prior to the competition. The refusal is final and cannot be appealed. (Article 74 of the Code).

6.7 The maximum number of starters in the event is **48**.

6.8 By the very fact of signing the entry form, the Entrant submits himself as well as all members of his team to the sporting jurisdictions specified in these Regulations and the International Sporting Code.

7/ Entry Fees :

7.1.a – From Europe = The Entry Fee is € 12,800.00 and includes :

- Roundtrip transportation by boat for the car and a freight container from France to the port of Montréal (*excluding customs fees*).
- Roundtrip transportation by truck for the car and a freight container from the port of Montréal to the « ICAR » Complex in Mirabel (QC).
- 3 Roundtrip economy class airfares from France or Geneva via Paris to Montréal on an Air France Airbus A380.
- 2 Double Rooms for 5 nights + breakfast at the hotel Marriott - Château Champlain in the heart of Montréal.
- 3 Clothing Ensembles (sweatshirts, fleeces and toques) emblazoned with 24 Hours on Ice « Revival ».
- 3 Invitations to the Prize Giving for a drink, supper and a show at the Marriott.
- Entry for the 24 Hours on Ice « Revival » race.
- Inclusion in C.D.O International's event cancellation insurance policy.

European Options

- 1 Night double room + breakfast at the hotel Montréal Marriott - Château Champlain : €200.00
- 1 Roundtrip economy class airfare from France or Geneva via Paris to Montréal with Air France/KLM : €800.00
- 1 Roundtrip business class airfare from France or Geneva via Paris to Montréal with Air France/KLM : Price upon request
- 1 Roundtrip first class airfare from France or Geneva via Paris to Montréal with Air France/KLM : Price upon request
- 1 Clothing Ensemble (sweatshirt, fleece and toque) emblazoned with 24 Hours on Ice « Revival » logo : €350.00
- 1 Invitation to the Prize Giving including a drink, dinner and a show at the Marriott: €120.00

7.1.b – Outside of Europe = The Entry Fee is : CDN \$9, 000.00 and includes :

- 2 Double Hotel rooms for 5 nights + breakfast at the hotel Marriott - Château Champlain in the heart of Montréal.
- 3 Clothing Ensembles (sweatshirts, fleeces and toques) emblazoned with 24 Hours on Ice « Revival » .
- 3 Invitations to the Prize Giving including a drink, dinner and a show at the Marriott.
- Entry to the 24 Hours on Ice « Revival » race.
- Inclusion in C.D.O International's event cancellation insurance policy.

Outside of Europe Options

- 1 Night double room + breakfast at the hotel Montréal Marriott - Château Champlain : CDN \$280.00
- 1 Clothing Ensembles (sweatshirt, fleece and toques) emblazoned with 24 Hours on Ice « Revival » : CDN \$500.00
- 1 Invitation to the Prize Giving including a drink, dinner and a show at the Marriott. : CDN \$170.00

7.2 The entry form will not be taken into consideration unless it is accompanied by the full entry fee.

Method of Payment :

To be taken into account, your entry must be accompanied by the 1st deposit of €2,800.00 or CDN \$2,000.00 and addressed to :

C.D.O International
B.P 152
74404 Chamonix Mont-Blanc Cedex - France

* The 1st deposit is payable :

- By cheque payable to C.D.O International.
- By bank transfer to C.D.O International (request banking information by sending an email to : info@24heures-sur-glace.com).

* The 2nd deposit of €5,000.00 or CDN \$3,500.00 must be paid by the same methods before Tuesday, November 15, 2011.

* The balance of €5,000.00 or CDN \$3,500.00 must be paid by the same methods before Thursday, December 15th, 2011.

No car will be eligible to board the boat headed for Montreal unless the total entry fee has been paid.

7.3 An Entrant is subject to an elevated entry fee if he refuses to display the Organizing Committee's Sponsors' advertising (limited to double the entry fee as stated in Article 5/ Standings - Paragraphs 5.4 : Advertising on cars, page 6).

7.4 Entry Fees will only be refunded under the following situations :

- In case of withdrawal after November 15, 2011 : the organization will retain the deposit of € 2,800.00 or CDN \$2,000.00
- In case of withdrawal after December 15, 2011, the organization will retain 50% of the entry fee.
- In the case that an applicant is not accepted.
- In the case that the Event does not take place (cancellation insurance).
- In the case where the Organizing Committee accepts to reimburse the entry fee in part or in whole if the Entrant announces their withdrawal sufficiently early.

However, in consultation with the organization, the team has the option transfer its entry to another team.

8/ Insurance :

The entry fee includes the insurance premium that guarantees Competitors' coverage concerning civil third party liability. (The insurance policy is available to Competitors and can be requested for viewing at the « ICAR » complex).

9/ Modifications - Interpretations :

9.1 In accordance with Article 66 of the Code, no modification shall be made to the Supplementary Regulations after the beginning of the period for accepting entries unless unanimous agreement is given by all Entrants already entered, or by decision of the Stewards of the Meeting for reasons of force majeure or safety.

- 9.2** All supplementary information will be brought to the Competitors' attention by dated and numbered bulletins and will become part of the Supplementary Regulations. These bulletins will be affixed to the Official Notice Board.
- 9.3** All bulletins concerning sporting issues must be signed by the Stewards of the Meeting before being made public.
- 9.4** The Stewards of the Meeting have absolute authority to make decisions concerning situations unforeseen in the Supplementary Regulations.
- 9.5** In case of protests concerning the interpretations of these Regulations or conflicting interpretations of FIA Official Regulations' translated terms, ***the French version of the text will prevail.***

IV/ CHECKS

10/ Administrative Check :

- 10.1** Entrants, Drivers and Passengers must report to the Administrative Check on Friday, February 24th, 2012 between 8:30 and 13:30 at the ICAR Complex.
- 10.2** The check will consist of an inspection of the following documents : Licences, ASN authorizations (if necessary).
- 10.3** Unless dispensation is granted by the Stewards of the Meeting, Entrants, Drivers, and Passengers failing to report to the Checks will not be allowed to take part in the Event.

11/ Scrutineering:

- 11.1** All vehicles participating in the Event must be brought to the Scrutineering by the Entrant, the Driver, or their official representative on Friday, February 24th, 2012 between 8:45 and 13:45 at the « ICAR » Complex.

Any car reporting to Scrutineering after its closing can be refused to start the race. The Organizer may set aside a specific Scrutineering time for Entrants's cars that are not able to report to Scrutineering before the scheduled closing.

- 11.2** **Any car that does not conform to the Safety Regulations in force will not be authorized to start.**

- 11.3** **Noise :**

Exhausts are free (Road Racing Muffler)

- 11.4** Car competition numbers will be black on a white background.
For white cars, a black border 5cm thick will contour the white rectangular background. The white background will be a minimum of 50cm wide and 38cm tall.
Above and below the white background, a space 12 cm tall and as wide as the background must be reserved for the Organizers, who may use it for advertising.
The number will have a minimum height of 28cm.
Each car must have the competition number on each of the front doors (maximum of 10 cm from the front fender) and on the roof.
The 3 car competition numbers, and 1 extra, will be provided by the Organizing Committee.

11.5 The Drivers' names in white letters 6cm tall, along with their national flag, must be affixed directly onto the window (without a coloured background), placed on the lower part of the rear left and right windows of each competition car.

11.6 The Scrutineers may, at any time during the Event, perform a technical inspection.

11.7 Homologations forms must be shown to the Scrutineer.

11.8 The Drivers' and Passengers' clothing (suits, helmets, gloves ... etc.) must be presented during the Scrutineering at the same time as the car.

11.9 Lighting :

The vehicles must conform to the Technical Regulations.

Vehicles whose lighting does not work during the specified time frame established by the Clerk of the Course, will be immediately stopped and must return to their pit, until they are repaired or until the end of the mandatory lighting period.

11.10 Tires :

A single tire type will be specified by the Organizing Committee, in agreement with the Official Manufacturers, a minimum of three months prior to the Event.

The *maximum* number of tires is limited to **16** per car, for the **6** Rounds and **the** Super Final including the open practice sessions, the Official Timed Practices, and the Warm up.

12/ Safety :

The Drivers and Passengers must :

- Wear a helmet that conforms with the standards approved by the FIA.
- Wear a one-piece fire-retardant suit, fitted at the wrists and ankles and homologated in conjunction with the FIA criteria, as well as wool or fire-retardant socks, undergarments, and a balaclava.
- Wear leather or fire-retardant shoes and gloves, without holes.
- Be correctly secured in his/her seat by the safety belts.
- Keep side windows closed.

V/ EVENT PROCEDURES

13/ Official Timed Practices :

The Official Timed Practices will be preceded by 30 minute Open Practice heats with optional passengers.

The Official Timed Practices will take place in heats of a maximum of 6 cars from any group.

Each Official Timed Practice sessions will take place, without passengers, in the following manner :

- 1 warm up lap,
- 3 timed laps,
- 1 cool down lap.

1. First Official Timed Practice session clockwise.
2. Second Official Timed Practice counter-clockwise.
3. Third Official Timed Practice clockwise.

14/ The Rounds :

14.1 Qualifying Rounds :

- A /** If the number of qualified cars is greater than the number of cars authorized to be on the track, each of the Qualifying Rounds will take place over 2 heats.
- B /** If the number of qualified cars is equal to or less than the number of cars authorized to be on the track, the Qualifying Rounds can take place in 1 heat.

Adverse weather conditions could be cause for a reduced duration.

- 1st Qualifying Round: Heat A and B - Duration 30 min - Clockwise.
- 2nd Qualifying Round: Heat A and B - Duration 30 min - Counter- clockwise.
- 3rd Qualifying Round: Heat A and B - Duration 30 min - Clockwise
- 4th Qualifying Round: Heat A and B - Duration 30 min - Counter- clockwise.
- 5th Qualifying Round: Heat A and B - Duration 30 min - Clockwise.
- 6th Qualifying Round: Heat A and B - Duration 30 min - Counter- clockwise.

The Passenger remains on board for the entire duration of the Round.

In each Qualifying Round the MANDATORY DRIVER CHANGE must occur between :

- The 12th and 18th minute during 30 minute Rounds.
- The 10th and 16th minute during 25 minute Rounds.
- The 8th and 14th minute during 20 minute Rounds.

14.2 Super Final :

Adverse weather conditions could be cause for the Stewards of the Meeting to reduce the duration of the Super Final.

Super Final - Duration 30 minutes - Clockwise.

The Passenger remains on board for the entire duration of the Round.

In the Super Final the MANDATORY DRIVER CHANGE must occur between :

- The 12th and 18th minute during 30 minute Rounds.
- The 10th and 16th minute during 25 minute Rounds.
- The 8th and 14th minute during 20 minute Rounds.

15/ Method of Event Classification :

15.1 Official Timed Practices:

Classifications will be established at the completion of the Official Timed Practices (without awarding points), by adding the best time recorded on a clockwise lap with the best time recorded on a counter-clockwise lap.

In case of a tie, the best time recorded in the first Practice session will prevail.

If a Team can not take part in the Official Timed Practices, the Stewards of the Meeting can determine that the car will start in the last line.

15.2 Starting Grid:

If the Qualifying Rounds takes place in two Heats, following the timed practices :

- Heat A = Cars placed in *odd* standings 1-3-5-7...
- Heat B = Cars placed in *even* standings 2-4-6-8...

The heat for each Round is determined by the heat for the 1st Qualifying Round.

15.3 1st Qualifying Round, Heat A or Heat B :

After the completion of the 1st Qualifying Round, Interim Standings will be established from the first to the last place, including the awarding of points in each Heat, for the 2nd Round's new starting grid.

15.4 2nd Qualifying Round, Heat A or Heat B :

After the completion of the 2nd Qualifying Round, Interim Standings based on *both* Rounds will be established from the first to the last place, including the awarding of points in each Heat, for the 3rd Round's new starting grid.

15.5 3rd Qualifying Round, Heat A or Heat B :

After the completion of the 3rd Qualifying Round, Interim Standings based on all 3 Rounds will be established from the first to the last place, including the awarding of points in each Heat, for the 4th Round's new starting grid.

15.6 4th Qualifying Round, Heat A or Heat B :

After the completion of the 4th Qualifying Round, Interim Standings based on all 4 Rounds will be established from the first to the last place, including the awarding of points in each Heat, for the 5th Round's new starting grid.

15.7 5th Qualifying Round, Heat A or Heat B :

After the end of the 5th Qualifying Round, Interim Standings based on all 5 Rounds will be established from the first to the last place, including the awarding of points in each Heat, for the 6th Round's new starting grid.

15.8 6th Qualifying Round, Heat A or Heat B :

After the completion of the 6th Qualifying Round, the best 5 Rounds' results will be used to establish Interim Standings from the first to the last place, including the awarding of points in each Heat. The results from the best 5 rounds will be used to determine the Super Final starting grid.

15.9 Interim General Standings Heats A and B :

Ties will be broken by the number of ROUNDS won, followed by 2nd places, 3rd places and so forth. And if necessary, by the times of the Official Timed Practices.

15.10 Super Final :

The top six finishers in each of Groups 1, 2, 3, and 4 will advance to the Super Final.

If one or more of the 6 qualifying cars per group can not take the start of the Super Final, the vacant spots will be filled by substitutes, starting with 7th place, 8th place, etc...

After the completion of the Super Final, Final General Standings will be established by calculating the results of the best 5 Rounds plus the results of the Super Final.

Ties will be broken by the number of ROUNDS won over the entire Race, followed by 2nd places, 3rd places and so forth. And, if necessary, by the Super Final standings.

16/ Awarding of points :

16.1 In the Qualifying Rounds and the Super Final :

- Awarding of points according to finishing position for the Drivers having crossed the finish line, realizing more than 75% of the Round's race time.
- Awarding of points according to finishing position, pro-rated for the amount of time actually realized on the track for those Drivers abandoning or having completed less than 75% of the Round's race time.

16.2 Points :

For each Round (or each heat) points will be awarded :

- For the Scratch Class using the following schedule :

Position	Points	Position	Points
- 1 st	20 points	10 th	9 points
- 2 nd	18 points	11 th	8 points
- 3 rd	16 points	12 th	7 points
- 4 th	15 points	13 th	6 points
- 5 th	14 points	14 th	5 points
- 6 th	13 points	15 th	4 points
- 7 th	12 points	16 th	3 points
- 8 th	11 points	17 th	2 points
- 9 th	10 points	18 th	1 points

- For the Group Standings **provided a minimum of 6 cars** per group at the start :

Position	Points	Position	Points
- 1 st	10 points	6 th	5 points
- 2 nd	9 points	7 th	4 points
- 3 rd	8 points	8 th	3 points
- 4 th	7 points	9 th	2 points
- 5 th	6 points	10 th	1 points

- For the Group Standings **if less than 6 cars** per group at the start :

Position	Points
- 1 st	8 points
- 2 nd	7 points
- 3 rd	6 points
- 4 th	5 points
- 5 th	4 points

- For the Super Final :

Position	Points	Position	Points
1 st	20 points	2 nd	18 points
3 rd	16 points	4 th	15 points
5 th	14 points	6 th	13 points
7 th	12 points	8 th	11 points
9 th	10 points	10 th	9 points

17/ General Remarks :

17.1 All teams whose cars pass scrutineering and take the start line during the Practices under the vehicle's own power are considered starters.

17.2 Starting Grid: The side of the « Pole Position» remains the choice of the beneficiary up until the moment of the summons to the false-grid.

17.3 Starts : The start procedure will be applied in the following manner :

- 1 - Set-up in the false-grid
- 2 - Set-up on the grid, contingent to the « Pole Position »
- 3 - Presentation of the « Stop Moteur » board
- 4 - Presentation of the « 3 Minutes » board (optional)
- 5 - Presentation of the « 1 Minute » board (optional)
- 6 - Presentation of the « Moteur - Evacuation de la Piste » board
- 7 - Presentation of the Green Flag
- 8 - Presentation of the « 5 Secondes » board
- 9 - Red Light – Green Light

At the presentation of the “MOTEUR” board, if the car's engine cannot be started by way of the mandatory starter, the Driver must immediately alert the marshal on the bank

This marshal will signal Race Control by placing the Competitor's number board horizontally.

All starts will be light-operated with the vehicles stopped on the grids in staggered 1/1 formation (15 metres between vehicles 1 and 3).

Other than by driving on the track, it is not permitted to take any action on the track or in the pits to improve grip conditions of any part of the track surface.

17.4 Finish :

The end of race signal will be given at the Finish line as soon as the leading car has covered the full race time. After crossing the finish line, the Competitors must adhere to the instructions given by the Track Marshals.

In the case of a suspension of the race by the Stewards of the Meeting, the procedure will be as follows :

- a) Suspension before one complete lap was made by all of the competitors : return to original grid without stopping in the pits. Vacant spots will not be filled.

b) Suspension before the allocated Driver change period : return to the grid as per the standings achieved based on the lap preceding the interruption, new start for the remainder of the race, vacant spots will not be filled.

c) Suspension during the allocated Driver change period : return to the grid as per the standings achieved based on the lap preceding the interruption of the race. The Driver change can not take place during this interruption.

* Then re-start for the remainder of the race.

d) Suspension after the allocated Driver change period : final Standings for that race and the awarding of points based on standings achieved on the lap preceding the interruption of the race.

e) The Driver causing an incident that results in a “race suspension” will be penalized.

17.5 Accidents :

If two or more cars are implicated in an accident and cannot continue, their Standings relative to one another will be determined based on the order that they last crossed the finish line or, if on the first lap, determined by their start position on the grid.

17.6 Flag Signalling:

Flag signalling will be done in accordance with Appendix « H » of the Code.

17.7 Cool down area, Pit lane, Pits, Driver changes :

Access to the pit lane must take place at reduced speed via the designated cool down area, depending on the direction of the race. An audible signal will warn of a car entering the pit area. Speeds will be strictly limited to 40 km/h.

It is imperative that all Competitors having to stop at their pit must also stop their engine, other than during a Driver change.

Any car inadvertently driving past its own pit must be pushed back to its pit by two properly attired people, (wearing tabards authorizing their access to the pit area), with the Driver and the Passenger remaining on board.

Anyone inadvertently continuing past the pit area will be forced to do another lap of the track in order to enter his pit. Reversing is prohibited in this area.

During a stop in the pits, it is not possible to refuel or to change tires (except if approved by a Pit Marshal in the case of a flat tire)

The Driver and Passenger may participate in car repairs, with the engine turned off.

Returning onto the track is the sole responsibility of the Driver.

People's entry into the pits is strictly controlled. Access to the pits and to pit lane is prohibited to unauthorized people.

The belts of the arriving Driver must only be released under the supervision of a Pit Marshal and the car may not leave the pit until the Driver is attached.

Breaches of any of this procedure will be penalized (see Article 18, paragraph 17 on page 20).

17.8 Stopping Area :

There will be two exterior access points to enter the track but only one will be used by the Competitors, unless authorized by the Stewards of the Meeting and invited by the Track Marshals. Several exits are anticipated on the track at a maximum distance of 250 metres between each.

All Competitors with mechanical problems should leave the track as soon as possible via an exit. If necessary, he will be assisted by the Track Marshals. He will not be able to move again until the end of that particular race and/or will be towed by order of the Officials.

All violations of this regulation will be penalized by the Stewards of the Meeting.

18/ Penalties :

The list of examples below is not exclusive.

The Stewards of the Meeting have absolute authority concerning inflicting penalties.

Violations

- 1/ Entering a car not eligible as per Article 4 of the Regulations
- 2/ Absence of a valid license
- 3/ Absence of an ASN authorization (if necessary)
- 4/ Non-payment of entry fees
- 5/ Absence of homologation forms
- 6 / Vehicles not conforming with the FIA safety standards and the Supplementary Regulations
- 7/ Arriving late to the starting grid of a Round, if the Clerk of the Course deems this to affect the proper running of the event
- 8/ Absence of identification affixed by the Scrutineers
- 9/ Jump Start or False Start
- 10/ Repeat of Jump Start or False Start
- 11/ Failing to adhere to signalled flags
- 12/ Driver causes an incident forcing a race suspension
- 13/ During the competition, non-compliance of Driver's safety rules that conform to FIA specifications and to the regulations
- 14/ Exceeding 40 km/h speed limit in the pits
- 15/ Dangerous Manoeuvres, collisions or bumps
- 16/ Reversing in the pits area
- 17/ Failing to comply with the belt procedure for Driver changes
- 18/ Falsifying or attempting to falsify identification markings
- 19/ Violations of the parc fermé rules

Penalties

- Refused start
- Refused start
- Refused start
- Refused start
- Refused start
- Refused start
- Refused start
- Exclusion of the Round
- Exclusion of the Event
- Stop and Go of 5 seconds
- Exclusion of the Round
- Stewards' Decision
- Exclusion of the Round
- Exclusion of the Event
- Stop and Go of 5 seconds
- Stewards' Decision
- Exclusion of the Round
- Stewards' Decision
- Exclusion of the Event
- Exclusion of the Event

In addition, the Stewards of the Meeting, personally or upon advice from the Clerk of the Course, can make decisions on all aspects not addressed in the Regulations and apply penalties that conform with the criteria set forth in the Code, the International Series Regulations, and the Supplementary Regulations.

The Stop and Go area will be situated in the pits area, in front of Race Control.

VI/ PARC FERME - RESULTS - PROTESTS

19/ Parc Fermé :

Cars having participated in the Super Final must be brought by the Drivers to the parc fermé immediately after the finish.

The cars will remain in parc fermé for at least 30 minutes after the publication of the provisional results and until the authorization to exit has been given by the Stewards of the Meeting. In this area, it is forbidden to refuel or to perform any repairs on the car. Any violations of parc fermé regulations will result in exclusion.

20/ Results :

The results of each Round will be communicated to the Competitors once all the results have been tabulated.

The make-up of each starting grid will be posted before the start of each race Round (or heat).

All results will be posted on the OFFICIAL notice board and in the Office of the Meeting.

The final results will be established according to the points earned by each Team in all the Rounds (or heats).

Results will be posted 1 hour after the end of each Round.

21/ Protests - Appeals :

Protests : See Chapter XII of the Code

- A.1 Right to Protest : Article 171 of the Code.
- A.2 Lodging of the Protest : Article 172 of the Code.
- A.3 To Whom Address Protests : Article 173 of the Code.
- A.4 Protests Time Limit : Article 174 of the Code.
- A.5 Hearing : Article 175 of the Code.

Appeals : See Chapter XIII of the Code

VII/ PRIZE-GIVING

* Scratch Classification: The top 3 will receive a Trophy.

* Classifications by Category :

- The First in Group 1 will receive a Trophy.
- The First in Group 2 will receive a Trophy.
- The First in Group 3 will receive a Trophy.
- The First in Group 4 will receive a Trophy.

20:00 Prize-Giving at the hotel Montréal Marriott - Château Champlain : Sunday February 26, 2012

VIII/ OTHER INFORMATION

25/ Fire Extinguishers :

Inside the paddock, each Driver must ensure that a fire extinguisher, earmarked for his team, is available in the area.

26/ Protection of the Environment :

In order to avoid any pollution as a result of spills, we ask that all Drivers ensure a tarp (minimum of 4 metres by 5 metres) is placed on the ground in the area reserved for his team where the work on his car will take place.

27/ Authorization :

These regulations have been approved by the Auto Sport Québec (A.S.Q.) federation on the day of **2011.**

PRELIMINARY TECHNICAL REGULATIONS

CARS OF THE 2012

24 HOURS ON ICE « REVIVAL »

ARTICLE 1 : GENERAL REMARKS

1.1 Definition :

- Eligible Touring Cars : cars homologated by the FIA in Groups 1 or 2 up to and including 1981.
- Eligible Grand Touring Cars : cars homologated by the FIA in Group 3 or 4 up to and including 1981.

THE ORGANIZATION WILL EQUIP ALL CARS WITH A TRANS-X 260 TRANSPONDER FROM AMB.

Only two-wheel drive cars conforming to Groups 1, 2, 3 or 4 regulations are eligible.

1.2 Noise - Exhaust :

Exhausts are free (*Road Racing muffler*).

1.3 Fuel :

Cars must use gas station fuel.

1.4 Tires and Wheels :

A single tire type (13 and 15 inch), specified by the organizing committee and the official Event manufacturer.

All tires equipped with glued studs.

ARTICLE 2 : PERMISSIBLE MODIFICATIONS AND PRESCRIPTIONS

In addition to the Appendix J prescriptions, the following prescriptions apply to **all the Touring and Grand Touring cars.**

2.1 Headlights :

Light manufacturers are free.

The lighting system that is part of the normal equipment must be the one intended by the manufacturer and must meet their original functions, based on the manufacturer's intentions for that particular model.

The original headlights can be replaced by others that have the same lighting functions, if the bodywork is not cut and if the original opening is completely covered.

Modifying the removable headlights' control system, as well as its energy source, is permitted.

A rectangular headlight may be replaced by two circular ones, or vice versa, mounted onto a support the same dimensions as the opening and completely covering the opening.

The headlight protective glass, the reflectors, and the bulbs are free.

Additional headlights are forbidden, including those originally mounted.

2.2 Tail lights :

LED tail lights are permitted.

The original red lights must be conserved and the parking lights and brake lights must function.

2.3 Tow hook :

Each car must be equipped with a bright yellow, red, or orange tow hook in the front and the rear of the car.

Looking from above, these hooks must not project past the perimeter of the bodywork. They must be mounted in such a manner that it is easily located by rescue personnel in case of an emergency.

2.4 Seats, Brackets and Supports :

All occupants' seats must be original, and can only be modified with the addition of homologated accessories.

In all cases, a headrest must be present for each occupant.

The rear passenger seats, as well as the back shelf for hatchback cars, may be removed.

a) If the seat adjustment rails are used, it must be those originally provided with the homologated car or with the seats.

b) The seat must be attached to the supports via 4 mounting points, 2 at the front, 2 at the rear of the seat, using bolts with a minimum diameter of 8 mm and reinforcements integrated into the seats.

Each mounting point must be capable of withstanding a force of 15000 N applied in any direction.

c) The minimum thickness of the supports and the counterplates is 3 mm for steel and 5 mm for light alloy materials.

The minimum longitudinal dimension of each support is 6 cm.

2.5 Windshield, Windows :

The windshield must be made of laminated glass.

A heated laminated glass windshield is recommended.

Cars with laminated glass windshields that have been shattered or cracked that obstruct the visibility or that have been rendered more susceptible to breaking during the race are not acceptable.

An efficient windshield defogging and ventilation system is mandatory.

The fitting of an additional or larger washer tank is permitted. This tank must strictly be used for the purposes of cleaning the windshield.

2.6 Spare wheels :

They are **forbidden**.

2.7 Fuel Tank :

The fuel tank must either be the original or it must conform to the car's homologation forms.

2.8 Steering Column:

Anti-theft devices must be removed.

2.9 Safety Belt :

A 6 point safety belt is mandatory, and must conform to the specifications in Article 253.6 of Appendix J.

The two shoulder straps must each have a separate mounting point.

2.10 Roll Cage :

Mandatory, as described in the car's homologation forms.

2.11 Carpet :

Carpets may be removed.

2.12 Extinguishing Systems :

Mandatory but free.

2.13 Fenders : IMPORTANT

« FRONT FENDERS » and « REAR FENDERS » may be modified, as well as « WHEEL WELLS » in order to allow for the use of studded tires, imposed by the 24 Hours on Ice « Revival » organization.

2.14 Telemetry and Other :

- Telemetry is forbidden.
 - Radio communication between cars and the pits, or between the pits and the cars, is forbidden.
 - Controls or switches on the steering wheel are forbidden.
 - All traction control sensors or any automatic signals assisting in car handling, which are not activated by the Driver, are forbidden.
 - Only one speed sensor is permitted on one of the wheels.
-