



TABLE OF CONTENTS

Rule Book Disclaimer.....

Introduction.....

Section 1 - Jurisdiction and Administration.....

Section 2 - Licenses/Entry Forms.....

Section 3 - Championship Points.....

Section 4 - Manufacturers World Cup MEGA Series
 Motorcycle (Bike) Technical Regulations.....

Section 5 - Speedway Motorcycle (Bike) Division
 Technical Regulation.....

Section 6 - Pro Quad Technical Regulations.....

Section 7 - Amateur Class Racing

Section 8 - Pro Rider Safety Equipment.....

Section 9 - Racing and Riding Rules and Procedures.....

Section 10 - ICE Progressive World Race Format.....

Section 11 – Flags.....

Section 12 - Fines and Suspensions.....

Section 13 – Appeals.....

Section 14 - Protests.....

Section 15 – ICE Officials and Their Duties
 Referee/Scrutineer.....
 Starter and Assistant Starter.....
 Head Scorer/Events Secretary.....
 Pit Steward/Assistant Pit Steward.....

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, official, track worker, mechanic, spectator, media person, sponsor, or facility personnel.

The race director shall be empowered to permit deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The Management of: International Championship Events/ICE

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INTRODUCTION

The ICE Rule Book is the foundation of our sport, designed not so much to restrict participants but as a guide to fair competition. Fair competition on a level playing field is our goal. Achieving this goal should produce competitive racing that will translate into fan excitement and lasting interest in our sport.

We have narrowed the Pro Classes to two Elite Racing Class Divisions: The Manufacturers World Cup Bikes and Unlimited Outlaw Quads. Our Amateur Classes include, but are not limited to, Big Dog Pit Bikes, ICE Breaker 200-Stud Amateur Quads, and select Youth Classes.

ICE has come a long way from the early days when the only division of racing was Speedway motorcycles. Our sport now reaches a far broader fan and participant base. The crossover of participants from different disciplines of racing and their fans that we now see at our events has been very strong for ICE World Championship Racing. With your continued support and positive input, the potential for our sport's growth has no limits!

HAVE FUN – BE SAFE!

Ken and Kristi Remer
World Championship ICE Racing Series

SECTION 1

JURISDICTION AND ADMINISTRATION

1. These rules and regulations become effective January 14th, 2025, and supersede all previous rules, bulletins, or supplementary regulations.
2. International Championship Events – also known as ICE reserves the right to revise rules and regulations at any time.
3. These rules and regulations shall apply to all official practice and race events which ICE administers.
4. ICE shall exercise the right to make and interpret rules for and to render decisions concerning them; to grant, refuse or withdraw riders, and or their licenses; to schedule, reschedule and cancel dates for race events; to appoint and rescind the appointment of officials; to impose and remove penalties for violation of its rules; to establish standards of eligibility for participation in ICE competitions; to establish rules for its own procedure; and to do any and all things, in its judgment, are consistent with the enhancement of its racing events.
5. ICE reserves the right in an emergency or special condition to make special rulings which it deems conducive to the well being of a race event and its racers. Any voluntary participation of any competitor in the race event shall constitute recognition of this right. This authority is also vested in the Referee/Owner of an event.
6. Every person who participates in an ICE race event shall be deemed to be acquainted with these rules and regulations and his application for license/racing and or passage into said race event shall constitute his/her acceptance of them.
7. LIABILITY - Every entrant, rider, mechanic or other person participating in any manner in a race event, and any person accepting an official appointment or acting in an official capacity in connection with any competition administered by International Championship Events formally agrees to be bound by these rules and regulations and any modifications of them, and recognizing that motor racing is a

hazardous undertaking, assumes all of the risk by reason of his/her participation in or association with an ICE racing meeting, and does for him/herself, his/her heirs, executors and administrators, successors and assigns, release and discharge International Championship Events and its respective Officials, Agents, Sponsors, Administrators, Promoters, Producers, successors and assigns for any and all liability for personal injuries, including but not limited to paralysis or death, that may be received, and from all claims and damages for injury to person or property growing out of or resulting from any race, races, or any other competitions/participations whatsoever, including practice or exhibitions or other appearances whether contemplated or held under these rules and regulations or caused by any construction or condition of any track or tracks, equipment, competition machinery or other devices thereof, or by reason of any alleged cause or condition of any nature whatsoever.

8. VIDEO/FILMING EQUIPMENT - No videotaping, or filming equipment allowed inside arenas or racetracks without prior verbal or written agreement with ICE. Video/filming rights remain with ICE.
9. Corporate Sponsorship signage displayed as banners/signs in pit areas, in view of spectators and or cameras must be approved by ICE prior to display.
10. The ICE and its respective Officials, Agents, Sponsors, Administrators, Promoters and Producers shall not be responsible or liable for damages or theft of individuals equipment/machinery/personal property while inside or on the grounds of racing venues, while in transport by personal means or by ICE means to and from racing venues or while in storage between racing events.
11. The ICE and its respective Officials, Agents, Sponsors, Administrators, Promoters and Producers shall not be responsible or liable for failure or wear of racing equipment, injuries of any degree, as a possible result of racetrack conditions. This includes, but is not limited to, ice racing. It is understood by your voluntary participation that in view of scheduling time frames, technical conditions, human limitations,

ambient weather conditions, etc., reasonable efforts have been put forth in track preparation.

12. ICE does not provide medical insurance, accident insurance, workman's compensation insurance for participants, staff, and media members, all of whom are deemed Independent Contractors. It is therefore understood all persons entering ICE restricted areas are responsible for their own insurance coverage.

SECTION 2

LICENSES/ENTRY FORMS

1. All riders competing in ICE events must be approved by ICE prior to taking part in the event. If you are racing in a PRO Class, obtain pre-approval by ICE personnel. Admittance to race is the sole discretion of ICE.
2. All pit crew personnel for sake of this are also considered to be mechanics.
3. If a license fee is published it is deemed annually on official applications.
4. No one under the age of 18 shall be allowed to participate in any ICE event without a parent present at all times and all proper minor waivers signed. No person under age 18 shall be allowed in the pit/restricted area during the race/ event without undergoing proper minor release procedures and a parent must be present at all times.
5. Only persons with ICE deemed wrist bands or passes will be allowed in pits/restricted areas. All appropriate waivers must be signed prior to pit or ice entrance. Pit passes are available to qualified members of the media, race event sponsors and certain VIP's as deemed by ICE officials after they have filled out Independent Contractor Form.
6. A nominal Back Gate Entry Fee shall be charged all participants at all ICE events.

7. If Season licenses are issued, they shall only be valid for the calendar year issued.
8. All riders must completely fill out, sign and date an Official Entry Form for each event or championship series they participate in.
9. Your official entry into an ICE event can be confirmed via text or email with ICE headquarters. When in doubt, it is the responsibility of the rider to confirm with ICE headquarters, or with regional promoters producing their respective events.
10. Unless otherwise so stated, all ICE events are strictly invitational events (except amateur classes) and ICE makes no pretense to the contrary.

SECTION 3 (PRO CLASSES)

CHAMPIONSHIP POINTS

Race event points and World Championship Series Points shall be earned as follows:

HEAT RACES

First Place.....	10 Points	4 th	1
2 nd	5	5 th	1
3 rd	3	6 th	1

Starting Position: Riders in Heat Races must line up as listed on heat sheet. No changing of positions allowed.

LAST CHANCE EVENTS

Three (3) Championship Series Points awarded to each non-transferring rider.

MAIN EVENTS

Main Event Points -

First Place.....	40 Points	5 th	20
2 nd	35	6 th	15
3 rd	30	7 th	10
4 th	25	8 th	5

Main Events with more than 8 riders – last place finisher/s receive 3 Points.

Main Event Passing Points: During the Main Event, each position gained from your starting position is awarded 2 points.

Main Event Starting Position: Riders in Main Events select their starting position in order of qualification and may choose to start in any available starting position on the row in which they have qualified.

Riders may not move to another row.

The only exception to this rule is if the rider in the pole (1st) position elects to start in the 8th position and only the 8th position. If that rider elects to move to the 8th position all other positions will move up a position from their starting position.

For all Race Starts: ALL MACHINES must be lined up forward/straight at the starting line. No angle starts will be permitted!

1st violation – verbal warning

2nd violation to back penalty row

3rd violation disqualified from that race.

SECTION 4

MANUFACTURERS WORLD CUP MOTORCYCLE (BIKE) TECHNICAL REGULATIONS –

The Referee/Track Official may choose to Penalize or exclude any motorcycle or rider not conforming to ICE technical regulations.

The ultimate responsibility for complying with ICE technical regulations lie with the participant.

1. The spirit of the Manufacturers World Cup Mega Series was conceived for ICE approved major manufacturer's racing motorcycles of 450cc displacement that are available to the public through dealership networks. Our goal is to produce extremely exciting, competitive racing for the fans while having a cost-effective and challenging championship for the racers. In an environment the major manufacturers can showcase their state-of-the-art race bikes on a level playing field. A multi discipline world championship any pro rider would be proud to have on his resume.
2. Frames and swing arms must be original OEM, no modifications. No aftermarket frames or swing arms.
3. Aftermarket Springs and shocks allowed.
4. Wheel sizes and tire selections optional, aftermarket allowed. Exceptions to this rule in ice racing regulations.
5. ICE Fenders are required.
6. Stock appearing plastic mandatory. General OEM appearance shall be maintained. A minimum 6 square inch factory OEM brand logo must be visible on both sides of machine.
7. Self returning throttle in good operating condition required.
8. Functioning kill switch required.

9. Brakes: Functioning rear brake mandatory all disciplines. Front brake optional. Aftermarket brakes allowed.
10. Engine: Stock OEM configured 450cc, 4-stroke, single cylinder. Factory OEM stroke. Maximum overbore .010. Minimum displacement 449cc.
11. Carburetor/Fuel Injection: Stock OEM required. Throttle mapping is allowed, but original electronics must be used.
12. Brakes: Functioning rear brake mandatory all disciplines. The front brake must be removed or disconnected.
13. Rear wheels shall be 19" diameter, 2.5" wide. Front wheels may be 19" or 21" diameter.
14. Rear tires must be new, I.E.: no tread wear.
15. No tire cutting.
16. ONLY "SILVER ROCKETS" .160 MAX STUDS WILL BE ALLOWED. .160 head as measured from the bottom of the washer to the top of the head. SILVER ROCKETS available from ICE The minimum screw shank length utilized in rear tire shall be 5/8" measured from the tip of the screw to the bottom of the washer.
17. No alterations of screws/studs. The word alternation shall consist of but not limited to: grinding, cutting, sharpening, and chemical or heat treatment attempting to enhance efficiency or life of the stud/screw. "Take the studs out of the bag and put them in the tire." There will be zero tolerance, period!
18. No washers or spacers under screws/studs.
19. No overlapping of screws/studs.
20. Zero (.000) clearance between screw/stud heads and tire.
21. Screw/stud washer shall be flush with tire knob, no gaps.

22. In the interest of competition and ice wear a special maximum racing studs per tire knob rule may be implemented in advance of race meetings or racing series by ICE officials.
23. Studded tires, front and rear, must be covered with approved safety guards. Guards must cover at a minimum all tire areas two inches below the axle centerlines and above to help minimize possibilities of rider injury.
24. All fueling of race equipment must take place outside the arena. No fuel cans allowed inside.
25. Number plates must be white with ICE Blue numbers. Only the current champion will run an ICE Blue plate with white numbers.

ELECTRIC MOTORCYCLES

Electric powered motorcycles must race against each other sized proportionately. If there are not sufficient numbers for their own class, there may be, at the discretion of the race director, an exhibition race against gas powered motorcycles. ICE Fenders would be required.

SECTION 5

PRO UNLIMITED OUTLAW QUAD TECHNICAL REGULATIONS

The Referee/Official may choose to penalize or exclude any quad or rider not conforming to ICE technical regulations.

The ultimate responsibility for complying with ICE technical regulations lies with the participant.

1. Fuel: Gasoline. Unless otherwise so stated in Official Entry or Confirmation information, riders are responsible for bringing their own gasoline/fuel in fire safety containers. All fueling of race machines must be done outside the arena. No fuel cans to be allowed in the arena.

2. Engine displacements:

CLASSES: OPEN

500cc –

360cc

250cc

125cc

90cc

50cc

3. Seat location:

A. Seat may not be offset. Seat must be centered on centerline of chassis.

B. Seat shall be located in front of rear axle centerline and behind front axle centerline.

4. Engine location: “Mid Engine”

A. Engine shall be placed in front of the rear axle and behind the front axle centerline.

5. Rear wheel drive only.

6. Bodywork:

Shall shroud engine and moving parts of the machine such as chain, sprockets, rear axle. Bodywork shall be attractive in appearance and have no sharp or pointed edges.

7. Maximum front and rear tire width (outside sidewall to outside sidewall) shall not exceed 50 inches. Maximum width of machine shall not exceed 50 inches at any point.

8. Functioning “Dead Man” kill switch required—the cord must be fastened directly around the driver’s wrist, not to their clothing.

9. Self-closing throttle required.

10. Handlebar ends must be plugged or covered.

11. Clutch lever must have ball end with a minimum diameter of ½ inch.

12. Functioning rear brakes are mandatory.
13. Exhaust pipes must be slotted or baffled. No megaphones. Some tracks may require sound levels to be below a certain DB level. Mufflers shall be utilized to accomplish this.
14. Any racing vehicle exhausting excessive smoke, as determined by the Referee, shall be excluded from the proceedings.
15. Fluid leaking from machine is grounds for black flag exclusion.
16. No seat belts allowed.
17. Handlebars only, no steering wheels.
18. Nerf bars and front bumpers are required. Sizes of nerf bars and front bumpers will be regulated by industry standards. Nerf bars must be netted.
19. Rear drive tires must be flat profile type.
20. Numbers on machine, racing suit and helmet must match the official number issued by ICE for each particular event.
21. Number plates must be white with ICE Blue numbers. Only the current champion will run an ICE Blue plate with white numbers.

RULES PERTAINING TO ICE RACING SPECIFICALLY

22. Engine displacement: OPEN - INDOOR ICE ONLY.
23. ONLY "SILVER ROCKETS" .160 MAX STUDS WILL BE ALLOWED. .160 inch measured from bottom of washer to the top of stud head. "Silver Rockets" available from ICE The minimum length of threaded screw shank utilized in rear drive tire studs shall be no less than 5/8 inch measured from the bottom of the washer to the tip of the screw shank.

24. No alterations of screws/studs. The word alteration shall consist of but not limited to: grinding, cutting, sharpening, any chemical or heat treatment attempting to enhance efficiency or life of the screw/stud. "Take the studs out of the bag and put them in the tire." There will be zero tolerance, period!
25. No overlapping of screws/studs.
26. No washers or spacers under screws/studs.
27. Zero (.000) clearance between screw/stud heads and tires.
28. 100% of base of screw must contact rubber of tire.
29. In the interest of competition and minimizing ice wear a special maximum number of racing studs per tire knob rule may be implemented in advance of a race meeting or racing series by ICE Officials.
30. Fuel: Gasoline, methanol, nitro is legal.

SECTION 6

AMATEUR CLASS RACING

Born from the spirit of sportsmanship, having fun and learning racing skills Amateur Classes may be included in racing programs. Included in amateur racing, but limited to, are the following classes: BIG DOGS, PIT BIKES and QUAD ICE BREAKER QUADS. No prize money will be paid to amateur classes, except the Pro-Lite Quad Division when there are 8+ riders entered, then a % of entry fees to be distributed through the top 8.

TECHNICAL RULES AND REGULATIONS: The ultimate responsibility for complying with ICE rules and regulations lie with the participant.

PRO-LITE QUAD DIVISION

The Referee/Official may choose to penalize or exclude any quad or rider not conforming to ICE technical regulations.

The ultimate responsibility for complying with ICE technical regulations lies with the participant.

1. Fuel: Gasoline. Unless otherwise stated in Official Entry or Confirmation information, riders are responsible for bringing their own gasoline/fuel in fire safety containers. All fueling of race machines must be done outside the arena. No fuel cans to be allowed in the arena.
2. Engine: **4 STROKE ONLY!**
3. Seat location:
 - A. Seat may not be offset. Seat must be centered on centerline of chassis.
 - B. Seat shall be located in front of rear axle centerline and behind front axle centerline.
5. Engine location: "Mid Engine"
 - A. Engine shall be placed in front of the rear axle and behind the front axle centerline.
6. Rear wheel drive only.
7. Bodywork:

Shall shroud engine and moving parts of the machine such as chain, sprockets, rear axle. Bodywork shall be attractive in appearance and have no sharp or pointed edges.

9. Maximum front and rear tire width (outside sidewall to outside sidewall) shall not exceed 50 inches. Maximum width of machine shall not exceed 50 inches at any point.
10. Functioning “Dead Man” kill switch required—the cord must be fastened directly around the driver’s wrist, not to their clothing.
11. Self-closing throttle required.
12. Handlebar ends must be plugged or covered.
13. Clutch lever must have ball end with a minimum diameter of ½ inch.
14. Functioning rear brakes are mandatory.
15. Exhaust pipes must be slotted or baffled. No megaphones. Some tracks may require sound levels to be below a certain DB level. Mufflers shall be utilized to accomplish this.
16. Any racing vehicle exhausting excessive smoke, as determined by the Referee, shall be excluded from the proceedings.
17. Fluid leaking from machine is grounds for black flag exclusion.
18. No seat belts allowed.
19. Handlebars only, no steering wheels.
20. Nerf bars and front bumpers are required. Sizes of nerf bars and front bumpers will be regulated by industry standards. Nerf bars must be netted.
21. Rear drive tires must be flat profile type.
22. Numbers on machine, racing suit and helmet must match the official number issued by ICE for each particular event.
23. Number plates must be white with Black numbers.
24. 16 Years of age or older.
25. NO PRO RIDERS
26. ONLY “SILVER ROCKETS” .160 MAX STUDS WILL BE ALLOWED. .160 inch measured from bottom of washer to the top of stud head. “Silver Rockets” available from ICE The minimum length of threaded screw shank utilized in rear drive tire studs shall be no less than 5/8 inch measured from the bottom of the washer to the tip of the screw shank.
27. No alterations of screws/studs. The word alteration shall consist of but not limited to: grinding, cutting, sharpening, any chemical or heat treatment attempting to enhance efficiency or life of the screw/stud.

“Take the studs out of the bag and put them in the tire.” There will be zero tolerance, period!

- No overlapping of screws/studs.
- No washers or spacers under screws/studs.
- Zero (.000) clearance between screw/stud heads and tires.
- 100% of base of screw must contact rubber of tire.

28. In the interest of competition and minimizing ice wear a special maximum number of racing studs per tire knob rule may be implemented in advance of a race meeting or racing series by ICE Officials.

29. Fuel: Gasoline, methanol, nitro is legal.

30. Refer to Section 8 for Safety Gear

BIG DOG PIT BIKES

1. Machine: Aftermarket frames allowed.
2. Maximum diameter wheel size 12” Rear 10” Front
3. Tire selection optional. For ice racing one Silver Rocket Racing Stud allowed per tire knob. Same tech rules as pro bikes and quads in effect for ice stud installations.
4. Shocks and spring selections are optional.
5. Engine: Open to Air cooled four strokes up to 150cc.
5. Displacement: Open
6. Fuel: Gasoline.
7. ICE Fenders are required.
8. Safety: Approved helmets, eye protection, long sleeve jersey or jacket, long pants, gloves and boots mandatory. Chest and back protectors recommended.
9. Age: Minimum age 14 years (under 18 Parental Consent).

ICE BREAKER 200-STUD AMATEUR QUADS

1. Machines: Must be at least 125cc displacement.
2. Rear wheel drive only.
3. Must be clean with no dirt/mud or debris that could dirty pits and ice racing surface.

4. Place legible numbers on the front and back of your quad for scoring purposes. No plate, no score!
5. Ice Breaker Quads are allowed to install a TOTAL of 200 Silver Rockets Ice Racing Studs in their four selected tires. The specific amounts and patterns in each particular tire is your option. You will receive 200 studs at registration with your paid entry fee.
6. Safety: Approved helmets, eye protection, long sleeve jersey or jacket, long pants, gloves and boots mandatory. Chest and back protectors recommended.
7. Age: Racers must be at least 16 years old. Under 18 must have parent present at all times.
8. Fuel: Unleaded gasoline.
9. EXCESSIVE BURNOUTS ARE NOT ALLOWED - based off the discretion of the Referee rider can be disqualified.

SECTION 8

PRO and PRO-LITE RIDER SAFETY EQUIPMENT

The ultimate responsibility for complying with ICE Rider Safety Equipment Regulations lie with the participant.

1. All riders must wear safety helmets that meet or exceed current DOT or Snell Foundation specifications and are labeled as such while participating in official practices and race meetings. Helmet must be in sound and effective condition.
2. All riders must utilize safety, shatterproof eye protection at all times while riding in official practices and race meetings. Eyeglasses worn by riders must be of shatterproof construction.
3. At race meetings and official practices all Pro Motorcycle Division riders must wear professional full leathers, Kevlar or MX suits made specifically for racing purposes. Leathers/kevlar/MX suits shall be professional appearing, colorful in design, clean and in good/effective condition. Rider's professional racing name shall be placed on upper back of jersey or racing suit a minimum of 3 inches tall. Rider's ICE number may also be placed on back of racing suit or

jersey. Please, No sweatshirts or jeans allowed while racing. Racers should only be in MX style or leather racing gear.

4. At all race meetings and official practices all Pro Quad Division riders must wear professional protective clothing including thick padded pants and long-sleeved jersey. Protective clothing should be colorful in design, clean and in good effective condition. Please, No sweatshirts or jeans allowed while racing. Racers should only be in MX style or leather racing gear.
5. All riders must wear boots during race meetings and official practices. Boots must afford adequate protection to feet, ankles and lower legs. Boots must be at least 8 inches high.
6. Gloves providing adequate protection to hands and wrists must be worn at all times while riding in official practices and race meetings.
7. Adequate shin and knee protection must be worn at all times while riding in official practices and race meetings. Shin and knee protectors may be sewn into protective clothing, worn under or worn outside.
8. HIGHLY RECOMMENDED: Back, chest, shoulder, arm and forearm protector units worn inside or outside jerseys and or racing suits. Hi-density foam rubber neck braces recommended.

SECTION 9

RACING AND RIDING RULES AND PROCEDURES

1. Riders change into and out of racing apparel in dressing rooms only.
2. Only exception is after the final race riders are encouraged to participate in autograph signing with racing apparel on.
3. Mechanics and crew members shall be in acceptable Team uniforms. A Team shirt and pants/jeans without holes and tears is acceptable.

4. No one shall run or place a vehicle on the race track unless during official competition or official practice with ICE officials present and in consent.
5. No riders, mechanics or crew members are allowed on race track without authorization. Upon receiving authorization from the Pit Steward or Referee, riders may walk out onto the track to confer with the Referee about a decision of which he is involved. Riders, mechanics and crew members must leave the track on the Referee's command or shall be penalized.
6. During official practices and race / riders meetings all riders shall represent themselves and shall not be represented by agents. This rule applies also to payoff.
7. Riders are responsible for keeping their pit area clean and free of oil, other fluids, and debris.
8. Anyone's behavior in the pit area deemed by the Pit Steward/Referee as unbecoming or disruptive to the proceedings will be ejected from the pit area, fined and considered for suspension. Riders are ultimately responsible for their crew personnel behavior. Riders may be penalized and/or fined for infractions by their crew members. The Pit Steward shall report all such infractions to the Referee for his consideration.
9. For official practice sessions, the sequence of riding shall be balloted for or shall be at the discretion of ICE officials. Practice may be held, at the discretion of ICE officials, when practicable or necessary for media considerations and as conditions permit.
10. All race meetings shall start at the published time. Riders shall always be prepared to start in accordance with the program when called upon to do so by the duly appointed official. Any rider present at the meeting who is not prepared to start within two minutes after being called upon by the Referee shall be excluded from the race.
11. Staging and starting of races:

- a. Upon the command of the duly appointed official riders will start their machines and proceed in the usual direction of racing until they reach the designated prestaging area approximately 2 yards before the starting gate. The riders shall then come to rest, with engines running, and the Starter/ and or Referee will designate starting positions to each rider as shown on the official starting lineup. Once all riders are in proper position and equally/fairly spaced across the track the Starter or Starter's Assistant, by a motioning signal, moves the riders forward to the starting area. Each rider shall come to a stand still with his front wheel no more than 3" from the starting tape. After a pause sufficient to enable the riders to focus their attention upon the tape, (normally 1-3 seconds) the gate shall be raised constituting a start. As starting gate/light systems vary, it is the duty of the Starter to explain his procedure at the riders meeting and the responsibility of riders to know his procedure before the meeting begins.
 - b. In races with a second row, once riders are motioned forward the second-row riders shall position their front wheels directly on the designated second row starting line. The second row starting line shall be 24 feet back from front starting line. Third row starting line shall be 24 feet back from second row starting line.
13. A rider taking up the wrong starting position, taking too much time or not complying with the instructions of the Starter /and or Referee may be excluded and/or fined.

14. Breaking the Starting Tape:

- a. If one particular rider, clearly defined, breaks the starting tape in a heat race, he/she shall be penalized by re-starting at the designated penalty line. Should a penalized rider "roll" from the penalty line he/she Referee has the right to automatically exclude that rider from that particular event. In races with two or more rows, front row riders breaking a starting tape shall start from the designated penalty line.
- b. Riders rolling from back row starting lines shall be moved back to the penalty line on restarts. VERY IMPORTANT - Rollers are

a discretionary call by the Referee. He has the discretion to stop the race and send the offending rider(s) back to the penalty line or he can let the event run and score the offending rider(s) in last place(s). A rider rolling from the penalty line shall be excluded or scored in last place. In effect, that was this rider's second and final chance to start the race fairly.

15. Exhaust fumes control regulations: (These regulations apply specifically to indoor arena type events including, but not limited to ice racing). These regulations are designed to allow our fans to enjoy the races in as much comfort as possible.
- a. To keep fumes to a minimum start engines only after all riders in your race have made it to the staging area or after the referees command to start has been given. At Referee's command start your engine and go directly to the starting line staging area. Only exception is when at the Official Riders Meeting Referee specifies a test "burnout" may be taken prior to your first race in a specified area on the racetrack.
 - b. Never run engines inside arena except while on the racetrack under Referee's orders. Shut engine off at pit gate exiting racing surface.
 - c. Warm up engines only in designated warm up area.
 - d. When the red light comes on during a race, if safety conditions allow it, cautiously return to starting area and shut off your engine until the Referee gives the command to restart. If an unsafe condition exists on the track, possibly requiring safety/medical personnel to enter track, shut of your engine immediately and push your machine back to the starting area.
 - e. Two Minute Warnings Any machine or rider that needs two minutes is allowed that. Once the Two minute starts, any rider who exceeds the Two Minute Warning is excluded from that race.

- f. If anyone stalls their machine at the line and unable to get started and going right away the race will be red flagged and that rider will go to the penalty line.
16. Every rider who qualifies for the Main Event will be paid as scheduled (if payout in that class) regardless of whether he starts or not, unless he is excluded due to fighting/foul play or bullying. However, a racer must start the race to receive Championship Series points.
17. Racing direction: All oval track racing and practice shall be run counter-clockwise.
18. Burnouts: No practice starts or hot lapping will be allowed during racing events unless authorized by the Referee. Offending riders shall be fined and/or excluded. An exception to this is when the Referee, at his discretion, may allow each rider one practice start in his first ride of the meeting only. The Referee shall confirm this practice start in the riders meeting prior to the start of the meeting and the Referee shall also designate the exact location where said practice start shall occur. This location shall be well out of the racing groove and shall allow the riders to slow so never to cross the start/finish line or run through the infield to avoid start/finish line after practice start. The infield is for ICE and facility officials, media and broken down machines only.
19. Pole/Course markers: Hitting or crossing over designated pole/course markers, as so deemed by the Referee, will result in a docked one position for the 1st offense. 2nd offense rider will receive zero points for the race. may be grounds for exclusion from that particular race. The only exception to this rule is if a rider enters an infield area to avoid a fallen rider or accident. Referee shall define Bike pole marker in riders meeting. Riders unclear of pole/course marker shall ask Referee for clear definition in riders meeting.
20. Individual finish: The finish of a race shall occur on the checkered flag lap when any part of the front wheel(s) of the machine passes over the finish line, provided the rider is in contact with his machine.

21. Finish of race: Every race shall be deemed to have finished when all competing riders have crossed the finish line on the checkered flag lap – there may be instances when there is a down rider that does not cross, but due to timing will be put in ending position.
22. In the event of a rider being excluded from a race which he finished, the following rider or riders shall be advanced one place respectively. The excluded rider shall be entitled to start money provided he made a legal start.
23. Results: Once the Referee has declared the results of a race official, these results may not be changed by way of protest or appeal. The Referee may on his own volition make corrections or amendments prior to leaving the racetrack.
24. If the leading rider has crossed the finish line on the white flag lap and the red flag is then displayed to stop the race, the race shall be deemed finished and complete at that moment. The race shall be scored as it was stopped and the referee shall be the final judge of the finishing order after exclusions, if any, have been executed. If no rider has entered the final lap, the race shall be re-started.

Any rider at any time eligible to make a restart may change his machine for the restart.

25. In oval track racing, if half a particular race is complete that race shall be restarted in single file (separated one-half bike length) in the order riders were scored when that race was stopped. In any race, if after 3 restarts and a failure to complete the race has resulted, the Referee, at his discretion, may choose to restart the fourth attempt under PENALTY CONDITIONS. Penalty Condition restarts must be done in single file, separated by one-half bike length, in the order of the original starting positions or as the Referee deems correct for that stage in the race. Should any race under Penalty Conditions be stopped, for any reason, even on the first lap, it is mandatory that the Referee exclude the rider he deems most responsible for the stoppage. Subsequent restarts shall be run under Penalty Conditions until that particular race is completed.
26. A rider or riders deemed by the Referee to have caused a race to be red flagged due to a crash or other circumstance and facilitating a restart, If the rider is allowed to remain in the race, he/she will start from the designated penalty line. If that same rider or riders is involved in another red flag in the same race the riders involved go to the 2nd penalty row, (if first red flag, then to 1st penalty line). Any rider involved in 3 red flags during a race will be black flagged and eliminated from the race.
27. Video replay: If instant replay video equipment is available and practicable to use in an expedient manner, the Referee, at his discretion, may choose to review a particular incident or scoring question prior to making his final decision He shall review the video privately without the influence from any participant, mechanic or crew person in the area.
28. Video/filming: No video taping or filming equipment allowed inside arenas or racetracks without prior written agreement with ICE
29. Exclusion: Riders excluded from a particular event shall be notified of said exclusion immediately and the reason said exclusion by the Referee. Excluded riders, upon Referee's command, must leave the racetrack immediately. Failure to comply may incur further penalties.

30. Outside assistance: If during a race a rider received outside assistance in any manner whatsoever (exceptions: pushers to initially start the machine, the removal of himself or machine or the lifting thereof in the interest of safety or approved by an ICE official) he shall be excluded. Any contact with machine or with the rider, whether in fact it assists the rider or not, may be deemed to be outside assistance. In the event of a rider falling or almost falling, if he receives no outside assistance, the may continue to go, if the Referee does not exclude him as a safety measure as in the situation of lapping.

31. Re-run for safety: If an accident has occurred and in the opinion of the Referee it would be dangerous to continue, he shall stop the race by signaling with the red flag and/or red light. The Referee may permit any rider who has fallen, either as a result of his having been fouled or because he has deliberately laid down his motorcycle, or has left the course in the interest of safety, to take part in the re-run.

32. If one half or more of the riders fall or crash before the completion of the first lap, it shall constitute a restart. All riders involved in the fall or crash must restart in the penalty position. If any rider who in the opinion of the Referee has laid down or spun his machine, or performed any act or maneuver to deliberately force a restart under the discretion of the referee could be immediately excluded.

33. Foul riding:
 - A. Bikes: Due to the extremely close confines experienced in most short track racing and the nature of the powerful machines being utilized, a certain amount of unavoidable, unintentional contact is possible and shall not be considered foul riding. Foul riding shall be defined as when a rider, in the opinion of the Referee, clearly deliberately and flagrantly uses a part of his motorcycle or body to physically make contact or interfere with another rider. The Referee shall exclude and/or fine, or reprimand any rider who in his opinion indulges in foul riding. The Referee's opinion as to foul riding is final and not subject to appeal.

B. Quads: Shall be defined as a judgment call by the Referee when in his opinion the deliberate or careless action of a rider endangers the safety of others and/or compromises the integrity of a race. The Referee shall exclude and/or fine, or reprimand any rider who in his opinion indulges in foul riding. The Referee's decision as to foul riding is final and not subject to appeal.

34. Hazardous riding: If in the opinion of the Referee a rider is unintentionally riding in such a manner as to be hazardous to other riders he shall be penalized. 1st offense, verbal warning, 2nd offense the rider will receive zero points for the race and may be grounds for exclusion from that particular race. The Referee's decision as to hazardous riding is final and is not subject to appeal.
35. Foul and hazardous riding offenses may occur at more than one race meeting. No rider shall commit more than two offenses within a 30 day period, as on the third such violation he shall be suspended from all ICE race meetings for the remainder of the season.
36. Tardiness: Tardiness for official practice and race meetings will not be tolerated. Riders and pit personnel associated with the official program for that particular meeting must be present by the published time the pit gate closes. The credibility of the tardiness and the decision as to whether the rider or pit personnel may take part in that particular meeting is up to the Referee's final decision.
37. Medical exam: In order to satisfy themselves as to the fitness of a rider to partake in racing events, ICE may require him to be examined by an authority as they may nominate. If such medical report is deemed to be unsatisfactory, ICE may withdraw or suspend the rider's license to compete.
39. Refusal to ride: Any rider who has undertaken to ride any meeting, fails to present himself at the start or refuses without reasonable cause to start in any race in which he is due to ride shall be penalized.
40. Intoxicants: Any rider, pit crew member or official, who in the course of a meeting takes or suffers from the effects of taking any drug or

alcoholic liquor shall be deemed to be guilty of conduct detrimental to the interests of the sport and shall be excluded for no less than the remainder of the season. Riders may be asked to submit to urine analysis. Failure to comply shall result in indefinite suspension.

41. Fighting/bullying: Riders, Rider's mechanics, crew and/or family resorting to fighting, bullying or disrespecting ICE Management and officials the Rider shall be penalized. 1st offense – verbal warning, 2nd offense will be excluded from the event, receive zero points, and zero pay for the night, removed from the premise, and suspended for the next race. If this occurs in the final round of the season the suspension will carry over to the first race of the following season.
42. Off track crime: Any ICE licensed rider or mechanic may be suspended for non racing related off track offenses, unfair practice or action detrimental to the sport providing the circumstances are serious enough to warrant, as so determined by ICE officials.
43. The following infractions are deemed to be of such seriousness in nature that any ICE rider, mechanic or official found in willful violation thereof shall be suspended for a period of time up to indefinitely and fined up to \$10,000 for each offense:
 - a. Abetting or knowingly participating in any Championship event in which result is pre-arranged.
 - b. Giving, offering to give, or promising directly or indirectly any bribe in any form to any person having official duties in relation to ICE racing competitions, to any riders or to any person having charge of or having access to any machine.
 - c. Accepting or offering to accept any bribe in any form by any rider or official in ICE racing competition or any person in charge of or having access to any machine.
 - d. Conspiring with any person for the commission of any violation of ICE rules and regulations.

- e. Altering the specifications of any machine approved after tech inspection at any race meeting.
- f. Striking or attacking an ICE official.

44. Abandonment: Any race event/meeting which has not started due to weather conditions and or other unavoidable circumstances shall be null and void and zero points, Championship points and zero pay or trophies will be given for said event.

Abandonment Championship Points/Pro Classes:

- a. Any race event/meeting which has not started due to weather conditions and or other unavoidable circumstances shall be null and void and zero points, zero Championship points and zero pay or trophies will be given for said event.
- b. If Pro heats have been started but not completed, revert back to letter a.
- c. If Pro heats are fully completed the points from the heat races will be used for Championship Points with no Main Event points given. *The payout will be based off top 8 in heats.*
- d. If LCQs are run, but no Main Event is run, will revert to Heat only points/payout to top 8 and zero LCQ points will be given.
- e. If LCQ is run and Main Event is started, but not fully finished, the final positions will be based off of the last lap able to run, and Main Event Championship Points will be given off of the last lap run and paid accordingly.

SECTION 10

ICE RACING FORMAT- INDOOR OVAL MAIN EVENT

QUAD LAST CHANCE

(4 Laps)

5 th	6 th	7 th	8 th
9 th	10 th	11 th	12 th

For riders finishing 5th thru 12th in Heat Race points. 1st thru 4th place in this event transfer to back row of Main Event.

QUAD MAIN

(6 Laps)

1 st	2 nd	3 rd	4 th
1 st	2 nd	3 rd	4 th

First row for riders finishing 1st thru 4th place in Heat Race points. Second row for riders finishing 1st thru 4th place in Last Chance Race.

BIKE LAST CHANCE

(6 Laps)

5 th	6 th	7 th	8 th
9 th	10 th	11 th	12 th

For riders finishing 5th thru 12th in Heat Race points. 1st thru 4th place in this event transfer to back row of Main Event

BIKE MAIN

(8 Laps)

1 st	2 nd	3 rd	4 th
5 th	6 th	7 th	8 th

First row for riders finishing 1st thru 4th place in Heat Race points. Second row for riders finishing 1st thru 4th place in Last Chance Race

Heat Race point ties - deciding transfer positions based on time of first heat race. If in the same heat race, the highest finishing position from that heat race transfers.

SECTION 11

FLAGS

1. The official flag colors of the ICE and their purpose shall be:

GREEN.....Start/clear to race at speed.

WHITE..... One lap to go

CHECKERED..... Finish/race concluded.

YELLOW..... Caution

RED..... Stop

BLACK.....Individual exclusion

SECTION 12

FINES AND SUSPENSIONS

1. Fines will be assessed by the Referee for violations of ICE rules and regulations. Fines are accumulative over a period of one racing season and unless otherwise so stated shall be assessed in the following schedule:

1st offense.....\$50.00

2nd offense.....\$100.00

3rd offense.....\$250.00

4th offense.....\$500.00

2. Riders shall be deemed suspended immediately following the race meeting in which they were fined until such fines have been paid.

3. The minimum suspension levied by ICE officials shall be one race meeting. A second suspension for an offense of the same nature in the same racing season shall result in suspension for not less than the remainder of the racing season.

SECTION 13

APPEALS

1. Appeals may be made in writing pertaining to the following:
 - a. Decisions by the Referee.
 - b. Fines imposed by the Referee.
 - c. Suspensions or fines imposed by the ICE
2. All appeals shall be in writing signed by the appealing party and filed with the appropriate ICE official or mailed to ICE postmarked within 48 hours after the decision under protest.
3. As soon as practicable ICE officials, including those directly involved with the protest decision, shall consult to determine the credibility of the appeal. An official decision on the appeal shall be forwarded to the appealing party immediately following its final determination. Decisions on appeals are final once stated.

SECTION 14

PROTESTS

1. No protest shall be made against a decision made by a Referee or by a Scorekeeper on a question of fact or against the results of a race as finally declared by the Referee. Nothing in this Regulation shall affect or prejudice the right of an official acting in his official capacity to take such action as he may deem proper under the circumstances.
2. Lodging a protest: A protest shall always be lodged with the least possible delay. It may be lodged either before, during or immediately after the race meeting, but any protest may be rejected after a hearing by the competent authority on the grounds that it has been

lodged avoidably late, that it is frivolous or that its acceptance would not be in the best interest of the sport.

3. Any rider competing in an event may make a protest to the Referee regarding technical infractions on a contestant's machine or other matters relating to the event. Such protests must be in writing and accompanied by a protest fee of \$100.00 for each matter as to which the protest is made. Such protest shall be filed with the Referee not later than 15 minutes after the conclusion of the last event of the race meeting.
4. If a protest is made during the meeting it may be transmitted by the Pit Steward to the Referee. The fee need not accompany such protest, but must be delivered to the Referee immediately after the meeting, together with written confirmation of the protest.
5. The Referee shall render all decisions on protest as soon as practicable. If it is not possible for the Referee to decide the protest immediately, the Referee may permit the rider and motorcycle to compete under protest, but any money or points the rider may win will be withheld pending the decision on the protest.
6. Should the Referee decide a protest in favor of the protesting party, the Referee will refund the protest fee and report his findings and decisions in an Official Referee's Report. Should the Referee decide against the protesting party, he will forward the protest fee along with his report to ICE unless the protest was with regard to piston displacement. Such fee shall be paid to the protested rider.
7. In cases that involve piston displacement, the Referee shall call for an engine measurement immediately following the conclusion of the race meeting. In the event the piston displacement is not within the allowable limitations, the rider of such machine shall forfeit all prize money and points won with such machine at the meeting, the rider of such machine shall be suspended for not less than one race meeting and shall be fined.

8. Any rider refusing to permit examination of a machine which is under protest shall forfeit all prize money and points won at the meeting and shall be suspended for not less than one race meeting.
9. The Referee shall have the discretionary power to disqualify and fine riders as the result of protests. Such disqualification means loss of prize money and points won in any event in respect which the cause of disqualification arose and may be extended, in the discretion of the Referee, to apply to any other event of the same meeting.
10. Protests cannot be withdrawn without permission of the Referee. Any legitimate expense the Referee may incur as a result of a protest must be paid by the protesting party. The Referee may demand a deposit sufficient to cover such expense.

SECTION 15

ICE OFFICIALS AND THEIR DUTIES

REFEREE/UMPIRE

A Referee must be present at all race meetings. The Referee shall be appointed by ICE and shall keep an accurate record for each race meeting as designated on the official ICE Referee's Report. After each race meeting the Referee for that meeting shall return to the secretary of ICE a copy of this official report within 24 hours. All official protests shall be included in the Referee's Report. The Referee shall be the principal officer of any meeting and shall act as general supervisor of all affairs, but shall not attempt to carry out the duties of any other official of the meeting.

DUTIES OF THE REFEREE SHALL INCLUDE:

1. Shall conduct technical inspections of race vehicles and equipment of contestants participating in the meeting to conform to ICE rules and regulations.
2. Supervise and approve racetrack set-up including starting gate, wall padding (when applicable), pole marker, etc.

3. Conduct riders' meeting prior to each race meeting to discuss proceedings and answer participant questions.
4. Affirm that qualified EMT/First Aid personnel are present and in place prior to the start of any official competition.
5. Affirm that an ambulance be present or satisfactory arrangements have been made for prompt, qualified transport of injured participants to medical facility should such transport be required.
6. Direct the Starter to black flag riders off the track if an applicable rule infraction occurs or if an unsafe equipment condition is witnessed, or any other condition he deems unsafe.
7. Give the "Start Engines" command for each race and give the re-start command for races that have been stopped for whatever reason.
8. Initiate and keep time on Two Minute Warnings. Any rider who exceeds the Two Minute Warning is excluded from that race.
9. Direct the Starter to red flag a race that was started improperly as in a broken tape or rolling foul start.
10. Direct the Starter to red flag a race in the interest of safety as he deems it to be.
11. Direct the Starter to red flag a race in which half or more of the riders fall or crash in the first lap.
12. Direct the Starter to red flag a race to enforce a penalty.
13. Instruct the corner marshals as to what their duties are.
14. Render all decisions or disqualifications of riders, and penalize any rider who violates any rules of the race meeting. ICE penalties available for use by Referee at his discretion, in no particular order, are Reprimand, Fine, Exclusion, Disqualification, Suspension.

15. Render final finishing order of particular races in which said finishing order is in question. Referee may consult with Head Scorer and Starter prior to rendering final decision.
16. The Referee is empowered to make and enforce temporary regulations necessary to cover emergencies or special conditions (not covered in the ICE Book of Rules and Regulations) including any unforeseen situation for the betterment, and the best interest of the program. The Referee must consider appeals and protests in a timely manner.
17. Referee/Umpire shall wear an ICE Official's shirt or a Referee's black and white striped shirt at all race meetings and official practice sessions: Black long pants shall be worn by Referee.
18. Video replay: If instant replay video equipment is available and practicable to use in an expedient manner, the Referee, at his discretion, may choose to review a particular incident or scoring question prior to making his final decision. He shall review the video privately without the influence from any participant, mechanic or crew person in the area.
19. Instruct participants to hold up their hand in the warm ups at which time Referee to pull their dead man kill switch to verify said switch operates properly.

STARTER AND ASSISTANT STARTER DUTIES

1. To give instructions of the starting rules and procedures.
2. To give instructions on flags and lights, when requested, at the riders meeting.
3. Define and designate exact finish line.
4. Define and mark starting lines. Scratch race riders and front row riders, in the races with more than one row, shall be no more than 3 inches

back from, but not touching, starting tape at the start of a race. Second row starting line shall be at least 24 feet back from starting gate tape.

5. Determine if Scorers, Referee, Corner Marshals, etc. are ready and in proper placement before starting race.
6. Make sure track surface is clear before starting the race.
7. Position riders at starting line and start the race. Display last lap flags and finish flags.
8. Control the race with flags as directed by the Referee.
9. Any other duties as may be assigned by the Referee.
10. Shall wear ICE Official's shirt and black long pants. Shall dress and groom in a clean and neat manner.

HEAD SCORER - EVENTS SECRETARY

1. Advise the Starter when the scorers are ready and keep the Starter and Referee informed on finish information of each rider.
2. Accurately complete and keep all scores.
3. Make payoff.
4. Keep a complete record of events including racing results, accumulated championship points scoring results after each race meeting.
5. Make available and provide official results to media.
6. Set-up and run Back Gate sign-in and keep accurate accounting of same.
7. Any other duties as may be assigned.

PIT STEWARD AND ASSISTANT PIT STEWARD

1. Indoor facilities coordinate with appropriate arena official the following:
 - a. Layout of designated pit area.
 - b. Location of designated fuel storage and refueling area. Advise participants of said area upon their arrival.
 - c. Location of fire extinguishers in pit area and refueling area.
 - d. Location of participants dressing room and advise participants of said dressing room upon their arrival.
 - e. Location of engine warm-up area. Area should be planned so that exhaust fumes do not enter arena.
 - f. At ice races secure and place adequate matting/plywood (“soft floor”) for use on main traffic route to and from pit area, warm-up/refueling area and racing surface. Also plan staging and start-up area for machines.
 - g. Oil dump/trash containers in pit area and table with chairs for Back Gate sign-in to take place. Coordinate this with Head Scorer/Secretary.
 - h. At ice races make sure Zamboni has safe and easy access to and from ice surface for maintenance.
2. Shall advise arriving participants where their respective pit areas are located. Pit area should be planned in such a manner as to separate the racing divisions and allow for efficient movement to and from the pit area to the racing surface and other important logistics.
3. Shall report any observed technical or safety violations to the Referee.

4. Shall in conjunction with the appropriate ICE official see that the official program is properly filled prior to the advertised starting time of the race meeting.
5. Shall notify riders to appear at the staging area in time for each event in which they are entered and assign proper starting positions as listed on official race program if required.
6. Shall assemble riders for each race.
7. Shall see that the riders have installed the proper helmet colors for starting positions in each event when applicable.
8. Shall line up participants for introductions no less than 5 minutes prior to the published start time of the race meeting. Shall also make sure all participants have on the proper apparel before going in front of the race fans.
9. Help enforce the no riders in racing apparel in spectator areas rule.
10. Shall direct riders to the pre-start area prior to each race.
11. Shall direct the ballot for starting positions in races when applicable.
12. Shall maintain neat, safe and orderly pits for contestants to work from and that comply with arena and/or track officials and local fire marshal.
13. Enforce No Smoking, No Alcoholic Beverages or Controlled Substances in pit area rules.
14. Enforce armband pit passes only in pit area rules.
15. Make sure the EMT/medical crew/ambulance has an area to work from and easy access to the racetrack. Explain to them they must not go on the race surface until event is stopped.
16. Any other duties as may be assigned by Referee.

ABSOLUTELY NO ALCOHOL IN THE PITS. NO EXCEPTIONS. YOU WILL BE ASKED TO LEAVE!

ICE management and its assigned officials have the right to refuse or deny any racer, its pit crew, mechanic, or anyone else in the pit area admittance.

Any interpretation or deviation of these rules and guidelines is left to the discretion of the Management of International Championship Events/ICE.

REV 1.14.25

