

# 2010 CASCADE ENDURO SUPPLEMENTAL REGULATIONS

Except as noted below, the Cascade Enduro is regulated by the Competition Regulations for the current year published by the International Conference of Sports Car Clubs.

## 1. ENTRIES

The total maximum number of entries is 50 teams.

Each team will assign a team captain, who will be responsible for completing all entry materials, paying all applicable fees and/or fines, and for the conduct of all members of that team, including drivers, crew, and anyone else associated with the team. Each team must have a minimum of two (2) drivers.

## 2. ELIGIBILITY

All drivers must hold a current unrestricted competition license. ICSCC ARR or IRR, SCCA National, CACC, FIA, ASN, or NASA license holders are automatically eligible. Drivers with other licenses must be approved by the ICSCC License Director. Novice or Rookie license holders are not eligible. All drivers must be a minimum of 18 years old.

All closed wheel race cars and sports racers that meet ICSCC current year regulations.

All members of a team must wear the wrist band provided at registration at all times, which indicates that they have signed in at registration. Penalties may be issued for non-compliance, including loss of laps, and/or exclusion from the event.

A Minor Release form is required to be completed for all minors, available at registration, before entering the facility, no exceptions. Minors must be under direct supervision of a responsible adult at all times. No minors (under 18 years old) are allowed in any hot area under any circumstances. Additionally, persons under 16 are not allowed to use any kind of wheeled transportation including bicycles, scooters, skateboards, skates, etc.

## 3. CAR CLASSIFICATION

For enduro classification purposes:

E1	=	2500cc and above and 13B Rotary Engines
E2	=	1650cc thru 2499cc and 12A Rotary Engines
E3	=	1649cc and below
EL	=	All displacements except sports racers
ESR	=	ICSCC Sports Racing Classes

Engine make and displacement shall be declared on all tech and entry forms. Misrepresentation of displacement, for classification purposes, will result in immediate disqualification.

Engine displacement, for classification purposes, excludes an overbore allowance of 1.2mm or 0.047”.

Cars with forced induction, for classification purposes, shall multiply their engine displacement excluding overbore allowance by a factor of 1.4.

EL (Enduro Limited) class cars are limited to 10 gallons of gasoline per pit stop, and must start the race with a maximum of 10 gallons. Gasoline must be dispensed from standard 5 gallon jugs, using a standard cap with an integrated fill hose with a maximum inside diameter of 1 inch, and a funnel. EL class cars may not use any type of quick fill equipment, dump cans, or fuel towers, and no dry break type utilities are allowed.

EL class cars are limited to changing one tire on a pit stop, or, teams may rotate the tires currently on the car during a pit stop, one or the other, but not both. Tire changes are unlimited in the paddock.

## 4. CAR NUMBERS AND PIT ASSIGNMENT

Car number requests submitted on the entry form will be granted on a first come, first served basis. In the case of duplicate car number requests, the earlier entry will be given priority. If your car number choice is already taken, an alternative car number must be chosen in consultation with the Race Registrar. Three digit numbers are not allowed. Numbers may be reflective.

Teams will add contrasting enduro specific class designators to their numbers, the minimum size is 4 inches tall x ¾ inch stroke.

Pit and corresponding paddock spaces will be assigned by the Race Registrar. Teams may request to be pitted next to others, requests will be granted as much as practically possible, in order, on the basis of date of entry.

The first two grid positions will be auctioned off for charity at the Doernbecher Dash.

## **5. GRIDS AND STARTING**

LeMans start: The LeMans start will commence from your assigned pit space in pit lane.

All cars must be on the LeMans grid, engine off, at 5 minutes before the 9:45am starting time. Any car arriving late to the LeMans grid or any car that will not start, will be started at the back of the grid (or held in their grid position at the discretion of the grid marshal) until after every car has left the LeMans grid.

Pit lane must be clear at the one minute warning, except that one team member may stay to assist the driver.

## **6. TECHNICAL INSPECTION**

All race cars, and every driver's safety equipment and apparel, must pass a technical inspection conforming to the ICSCC Competition Regulations. Cars and logbooks must be presented for inspection in full competition trim.

Production based cars with stock fuel tanks and auxiliary fuel tanks, must provide proof of the fuel capacity of both tanks at technical inspection. No vehicle may have more than two fuel tanks and/or fuel cells. Auxiliary fuel vessels are permitted providing they are constructed and mounted in a safe manner. A metal firewall providing complete separation for the driver from any fuel tank, cell, vessel, vent, or filling device, is mandatory. No vehicle may carry more than 44 gallons of fuel.

An operating AMB transponder is required. The transponder shall be in operation for all event sessions. Rental transponders are available at registration or driver services.

## **7. LIGHTS**

All cars must have headlights, taillights and brake lights. At least one brake light must be functional at all times. Headlights may be white or amber only; any type or combination of headlight, driving light, or fog light may be used, but no light may be aimed higher than maximum for highway low beam.

All cars must have a minimum of two headlight assemblies with a maximum of six assemblies. Headlight assemblies are counted by reflectors not by function. For example a standard 4-beam system consisting of 2 low beam and 2 high beam lights is considered to be 4 headlights, not 2.

After the "LIGHTS" board is displayed at Start/Finish, a minimum of one headlight, one taillight and one brake light must be operational at all times. Any complaints against improper lights may result in a "MEATBALL (Mechanical Black Flag)" being issued to have necessary repairs, replacement or adjustments made. Taillights must be readily visible from 100 feet behind the car.

## **8. PADDOCK RULES**

The paddock speed limit is 10 MPH for all vehicles.

Only one support vehicle is allowed in the pro paddock area. Parking for additional vehicles is available at the north end of the pro paddock area or in the area south of the main straightaway.

The drag return road on the south side of the grandstands is a fire lane and must remain open for official cars only.

120V power is available at the pit wall in the North Paddock. Plan on setting up your own lights.

Canopy covers must be back from the pit wall a minimum of 15 feet. Canopies should be secured against wind gusts.

No heat sources or possible ignition sources may be within 15 feet of the pit wall or any fuel container.

Gasoline in the paddock must be stored away from spectator traffic. Please also take time to see where your neighbors are storing their gasoline.

Animals on a leash are permitted in the main paddock area only. No animals are permitted in the hot pit areas.

No alcoholic beverages are allowed in the pit or paddock area. Alcoholic beverages may only be consumed in the "Beer Garden" area after the track is closed for the day. Illegal drugs are not allowed at any time. A driver/team may be disqualified if he/she or any of their crew members bring alcohol into P.I.R.

## 9. PIT STOPS

All teams shall appoint a Pit Captain. The Pit Captain will be the principle point of contact between the teams and the Pit Stewards.

There is a 35 MPH pit lane speed limit for all cars. This will be strictly enforced. For purposes of enforcing the pit lane speed, the pit lane starts at the spectator (Bridgestone) bridge and ends at the white line at the end of pit lane (also marked with double cones). All four tires must be to the right of the red (pit commitment line) exiting T12 and to the right of the red (blend line) re-entering the track. While on pit road, use the far left lane except to enter and exit into and out of your pit space.

The pit lane shall remain clear at all times, except for pit stops. One crew member only, is allowed over the pit wall to guide their driver into their pit space. It is strongly recommended that this crew member stand off to the driver's side of the car as it approaches, rather than directly in front of it, while remaining alert for traffic. No additional crew members or equipment of any kind, including fueling equipment, is allowed over the pit wall until the car comes to a complete stop. No standing on the pit wall at any time.

There is no limit to the number of crew members over the wall during a pit stop; however, each person must be there to perform a specific function. **Teams are reminded to work VERY carefully during pit stops.**

All crew members going into pit lane shall be appropriately attired. Arms, legs, and feet shall be fully covered. All clothing, including jackets, hats, shoes, gloves, etc. will preferably be made of natural fibers, i.e. cotton, wool, or leather, to maximize fire resistance. Leather or nomex gloves are highly recommended. Crew helmets are allowed and encouraged.

The car's ignition must be turned off while refueling and/or a driver change is taking place.

No contact with the car is allowed while refueling is going on except for a driver change.

Refueling during the race is allowed only in the pit lane. Refueling is not allowed under any circumstances in the paddock during the race. Any team refueling in any location other than the pit lane, once the race has started, will be immediately disqualified, unless specifically directed to do so by an official.

All crew members that have the potential to come into direct contact with gasoline or gasoline vapors during pit stops, while handling any fuel dispensing device, catch can, or drip pan, are required to wear safety equipment equivalent to the driver, consisting of a fire suit, fire resistant gloves, head sock, and helmet.

During refueling, at least one crew member must be ready with a 10 lb BC rated fire extinguisher in hand, their sole function being to extinguish any possible fire while the other crew members refuel the car. This crew member shall perform no other tasks whatsoever. It is recommended that this crew member holding the fire extinguisher position themselves at least 8 feet away from the refueling process, but not in pit lane traffic, for a wider perspective, and so as to not be engulfed in any flash fires that may occur. It is further recommended that the crew member holding the fire extinguisher, wear the same safety equipment as the refueler, but this is not a requirement.

Refueling devices must not be steel to steel so as to prevent sparking. Plastic or aluminum is preferable.

Fueling on jack stands is not allowed during a pit stop or in the paddock.

All teams are required to keep at least two gallons of water in an open bucket for fire suppression, at least one 10 lb BC rated fire extinguisher, and at least five pounds of oil absorbent in their pit space. No sharing of equipment is permitted between pits, unless the teams are willing to limit themselves to having only one car pit at a time.

No person under the age of eighteen (18) years old is allowed to participate in pit stops.

Pit signals may be given from the main straight wall. No more than two members from a team are allowed at the pit wall at any one time.

## **10. FUEL TOWERS – E1, E2, E3, & ESR CLASSES ONLY**

Fueling in hot pit lane during a race may be done with a gravity-fed fueling rig inspected and approved by Authorized Tech Officials prior to the race and meeting the following specifications:

- a) The rig must be a vented overhead fuel rig with a maximum overall height of 6 feet (excluding the vent), as measured from the pit-lane surface, and a maximum capacity of 65 gallons.
- b) The fuel rig must have adjustable legs in order to compensate for various track/pit lane pavement levels, such that the refueling rig is stable, and reasonably level.
- c) The fuel rig may have a single fuel hose, or a vent and single fuel hose for double dry-break configurations.
- d) The fuel hose must be no greater than 1.5 inch diameter with a minimum length of 10 feet, and be specifically designed for the transport of fuel.
- e) An automatic shut-off valve must be attached to the fuel tank outlet at the base of the tank, and must be manned during fueling. The shut-off valve must immediately stop the flow of fuel into the hose when it is manually released. The valve may not be fitted with any device that allows it to remain in the open position.
- f) Grounding of the fuel tower as well as the car is required during refueling.
- g) The fueling rig may not be refilled during a pit stop. Teams are permitted to store up to 55 gallons of fuel over what is in their overhead fueling rigs.
- h) Fuel must be transferred to the overhead fuel rig by approved air or manual pumps only. Open transfer is not permitted.
- i) The addition of weight or any other force is not permitted on, or in the fueling tank for the purposes of increased fuel flow, beyond that of normal gravity.
- j) All dry-break fueling couplings fitted in the vehicle, as well as on the filler hose and vent hose (if applicable), must comply with the dead-man principle. The couplings must not incorporate any retaining device when in the open position.
- k) Dual probe fuel tank filler and vent systems must be equipped with a leak proof probe dry break coupling on both the filler and vent, complying with the dead man principle. The couplings must not incorporate any retaining device when in an open position. A vent hose not greater than 1.5 inch diameter, specifically designed for the transport of fuel, must connect from the dry break vent probe into the car and to the overhead fueling tank.
- l) Non-dry break fueling systems: The filler nozzle must be manned at all times during fueling, and must also comply with the dead-man principle – the filler nozzle must immediately stop the flow of fuel when it is manually released.
- m) Any vehicle utilizing a refueling tower/rig system must install gravity-activated roll-over valves on any breather pipe/hose connecting the fuel cell/tank to the atmosphere, to control fuel loss under any condition.
- n) Fueling on jack stands is not allowed.
- o) Authorized Tech Officials, at their discretion, may reject any fuel coupling/nozzle, vent, hose, shut-off valve, or fueling tower system, if it appears to be damaged, defective, or does not function properly.

## **11. GASOLINE**

Absolutely NO SMOKING in the pits. Failure to comply is grounds for disqualification.

Gasoline must be dispensed from approved containers. No pressurized fuel cans/vessels are permitted.

Except as stated in section 10 Fuel Towers, a maximum of two (2) containers (11 gallons each) will be allowed over the wall for a pit stop at any one time for E1, E2, E3, and ESR class cars. A maximum of two (2) standard 5 gallon jugs are allowed over the wall for a pit stop at any one time for EL class cars. Standard 5 gallon fuel containers shall remain capped when not in use.

## **12. ON TRACK ASSISTANCE**

Turn or Safety personnel may assist stalled or stuck cars by pushing.

Only the driver may repair the car outside of the pit area. Other drivers and crewmembers may carry out parts and give advice; however, under no circumstances may they leave the spectator areas towards the track.

The driver or team may request that their disabled car be towed back to the paddock area.

The decision on when the requested tow occurs will be made by the Race Chairman and/or Race Steward and communicated via Race Communications.

Towed cars will be delivered to the specified impound area in the paddock, or their paddock space, at the tow vehicles discretion. Cars in the impound area may only be worked on to enable pushing the car back to its paddock area.

All towed cars must be approved by the Chief of Tech before re-entering the track.

## **13. RULES OF THE ROAD**

The Race Steward or Chairman may order any car judged to be a hazard to be removed from the race, either from the condition of the vehicle, or the quality of the driving.

Due to the significant potential disparity of speed between cars, slower cars are urged to point-by overtaking cars. Do not change your driving line to let faster cars pass. It is the responsibility of both drivers to execute a safe pass.

Fluid leaks that cause slick track conditions will not be tolerated. A car may be excluded from the remainder of the event if the leak persists.

The Race Steward or Chairman reserves the right to require any radio communications interfering with track communications to be shut down. The team Pit Captain shall inform the Race Steward, Chairman, or the Course Marshal if they are planning to use FM radios.

This event is subject to noise regulation. The maximum measured sound threshold is 103dB measured at 50 ft. Any car exceeding 103 dB at 50 ft at any time will be shown the mechanical black flag. Report to the tech station for instructions. If, in the judgment of an official, a legitimate correction attempt is made, the car will be allowed to re-enter the track. The second noise violation also requires a legitimate correction attempt before the car is once again allowed to re-enter the track. Any successive noise violations result in immediate disqualification. Noise violations are cumulative, inclusive of all practice sessions and the race.

## **14. FLAGS**

**ICSCC Rules of the Road are in effect for this event amended as follows:**

### **RACE STOPPAGE (Red Flag or Black Flag All):**

In the event of a race stoppage, the clock will continue to run.

During the period between race stoppage and the restart of the race, no work of any sort may be performed on any vehicle still in competition (INCLUDING CARS IN THE PIT OR PADDOCK), except that which would otherwise pose an immediate safety hazard.

The Pit Captain is responsible for knowing when the race is stopped. Drivers should remain in their vehicles unless otherwise instructed by race official.

### **FULL COURSE YELLOW:**

Pit lane will remain open during a Full Course Yellow, unless the incident causing the yellow is obstructing pit lane.

## **15. FINISHING PROCEDURE**

The checkered flag denoting the end of the race will be displayed to the leader after the expiration of the designated race elapsed time. If the checkered flag is inadvertently shown early, the race will officially end when it is shown. If the checkered flag is shown late, the leader at the end of the prescribed time shall be declared the winner and all competitors will be scored in the order that they were running at the end of the prescribed time.

To qualify as a finisher, a car must cross the finish line under its own motive power (NOT with the on-board starter) no more than 5 minutes after the initial display of the checkered flag or no more than five (5) minutes after the end of the prescribed time, whichever comes first, and must have completed at least 100 laps of the race.

Finishing order will be accorded to the total number of laps completed by each car and by the order which they cross the finish line after the display of the checkered flag.

## **16. PROTESTS**

All protests must be in writing and submitted to the Steward of the Meet within twenty (20) minutes of posting of the provisional results.

Each protest must be accompanied by \$100.00 U.S. funds payable to CSCC.

The Steward of the Meet will rule on all protests. The Steward's decision may be appealed to CSCC's Enduro Committee.

Protests requiring a teardown will be handled in accordance with ICSCC Regs. 906 through 908, including the fees for major teardowns.

## **17. RESULTS**

Provisional results will be posted as soon as possible after the last lap. If not protested, these results will become official twenty five (25) minutes after the race ends. If protested, the protest will be acted upon and the official results will be made available as soon as possible.

## **18. PRIZE MONEY**

You must be a finisher in order to be eligible for the prize money (see rule # 15). One check will be issued to each team qualifying for prize money.

**Pay outs: 10% of total entry fees divided equally between class winners.**

## **19. TROPHIES**

Trophies will be awarded on the following number of entries:

1. One or two in class: 1<sup>st</sup> only
2. Three or four in class: 1<sup>st</sup> and 2<sup>nd</sup> only
3. Five or more in class: 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup>

## **20. CANCELLATION POLICY**

If a team cancels their entry more than 72 hours prior to the start of the race, a full refund will be given. In the event a team cancels within 72 hours of the race, Cascade Sports Car Club will charge a \$250.00 cancellation fee and refund the team the difference. If Cascade Sports Car Club is able to replace the cancelled entry with another team, the cancellation fee will not apply. The submission of an entry form is considered acceptance and agreement of this policy. This policy is due to the limited number of spaces available. Cancellations **must be sent by email** to the Race Registrar.

## **21. MISCELLANEOUS**

1. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time.
2. Damage to the track, grounds, buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
3. NSF checks will be charged an additional \$50 fee.
4. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.

## 22. PENALTIES

### INFRACTION

### MINIMUM Penalty

Any driver not attending drivers meeting

Penalty Box: 1 minute

All drivers from an entry fail to attend drivers meeting.

DSQ

Gas spillage **over 1 liter** on or off track

1<sup>st</sup> offense

Warning

2<sup>nd</sup> offense

Penalty Box: 1 minute

3<sup>rd</sup> offense

DSQ

Leaving fuel tower filler nozzle unmanned or attached

1<sup>st</sup> offense

Penalty Box: 10 min.

2<sup>nd</sup> offense

Penalty Box: 20 min.

3<sup>rd</sup> offense

DSQ

Working on car during refueling

Penalty Box: 1 min.

Improper attire on crew members over the wall

Penalty Box: 30 sec.

More than 2 crew members signaling from the track wall

Penalty Box: 30 sec.

Leaving LeMans grid in an unsafe manner

Penalty Box: 30 sec.

Leaving LeMans grid or racing without seat belts and shoulder harness secured

DSQ

Limited Class Pit Stop Violation (Fuel and/or Tires)

Penalty Box: 1 min.

Passing under yellow flag

1<sup>st</sup> offense

Penalty Box: stop & go

2<sup>nd</sup> offense

Penalty Box: 1 min.

3<sup>rd</sup> offense

Penalty Box: 5 min.

4<sup>th</sup> offense

DSQ

Unsafe driving or Avoidable contact

1<sup>st</sup> offense

Penalty Box: 5 min.

2<sup>nd</sup> offense

Penalty Box: 15 min.

3<sup>rd</sup> offense

DSQ

Having a person under 18 years of age in the hot pits

Penalty Box: 5 min.

Pit Lane Speed Violation

Penalty Box: stop & go

NOISE: Practice and Race

1<sup>st</sup> violation

Warning

2<sup>nd</sup> violation

Warning

3<sup>rd</sup> violation

DSQ

All other infractions

Warning

- Pit Captains will be notified as penalties occur. Scoring will be notified when penalties occur.
- The Steward of the Meet together with the Race Chairman reserves the right to disqualify any car where, in his/her opinion, driving infractions warrant it.
- Infractions are counted against the car not the individual drivers.
- Penalties must be served on a unique pit stop. Penalties will not be served in conjunction with refueling, driver changes, or any other work on the car. No work may be performed on the car while it is in the penalty box.

