

# NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

**What is it:** Six race series: Round 1 - 4/27/13 @PIR, Round 2 - 6/22/13 @PIR, Round 3 – 7/12/13 @SCR, Round 4 - 8/10/13 @PIR, Round 5 – 9/28/13 @ The Ridge, Round 6 – 10/19/13 @PIR (double points)

Races are one hour in length except for the final race which is two hours and counts for double points.

Top 4 races count towards the points championship. Must enter a minimum of three races in order to qualify for the championship.

Each entry shall consist of one or two drivers. Drivers may drive in up to two cars per race

Each race will require a mandatory pit stop

Entry fee, mandatory pit stop configuration, qualifying procedure, pit lane speed, etc. will be determined by sponsoring club and may be different between events.

**Classes:** **ME0** – AP, SPO, SPM, SPU, GT1, GT2, GT3, ITE, ST  
**ME1** – BP, EIP, FIP, GTL, RS, AS  
**ME2** – CP, DP, PRO3, ITS, PRO44, HIP  
**ME3** – EP, FP, SM, CSM, H4, ITA  
**ME4** – GP, HP, IP, CR, PRO7, ITB, ITC

Car numbers will be assigned on a first come, first served basis.

**Points:** 1<sup>st</sup> – 12, 2<sup>nd</sup> – 9, 3<sup>rd</sup> – 7, 4<sup>th</sup> – 6, 5<sup>th</sup> – 5, 6<sup>th</sup> – 4, 7<sup>th</sup> – 3, 8<sup>th</sup> & lower – 2, Pole – 1 (where applicable). All positions are scored except as noted: DNF/DNS score a maximum of 4<sup>th</sup> place points. Number of laps completed will determine position for DNF's. All DNS's score the same number of points based on the number of cars in class.

Classes that average five entries per race pay prize money to the top 3 in final points (only top 4 finishes count). **1<sup>st</sup> - \$500, 2<sup>nd</sup> - \$250, 3<sup>rd</sup> - \$100.** Ties split prize money.

Championship trophies will be awarded to class champions in classes that average .75 entries.

**Eligibility:** Licenses – ICSCC IRR or ARR, SCCA National, CACC, FIA, ASN, or NASA. All other licenses must be approved by the ICSCC License Director. Novice license holders are not eligible.

This championship series will undoubtedly come down to the final race in the series. Imagine multiple drivers in the hunt coming into the final race. Other than having already sown up the championship prior to the final race, the next best scenario is to have it come down to a final race shootout. Race in the series for the championship or race it to do more racing, either way we think you'll have fun doing it!!

## **FULL SET OF RULES:**

Entry to this race does **not** have to be in conjunction with any other race(s) of the weekend.

Except as noted, the 2013 ICSCC Competition Regulations will apply.

Each entry shall consist of either one or two drivers. Drivers may drive in up to two cars per race.

Car numbers will be assigned on a first come, first served basis.

**Points:** See above (page 1) for point structure. Each driver will receive the same points whether an entry is one or two drivers. Example: If a one driver entry wins – 12 points are awarded. If a two driver entry wins – 12 points are awarded to each driver. Pole points will be awarded to both drivers. If a driver drives in two different cars in the same race, they will only receive points for the higher finish if the two cars are in the same class. If the two cars are in different classes, the driver will receive points for both classes. The Series Championship (each class) will be determined by adding a drivers four highest point totals together. Ties in final points shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes. If two or more drivers have accumulated the same number of first and second place finishes, they shall be considered tied for the Championship. If for example two drivers tie for the Championship, the next driver shall be considered to have finished in third place. For purposes of distributing prize money, in the above case, the two drivers shall split first and second place prize money. Ties and distribution of prize money applies to the top three in class.

**\*\*Championship points standings available at [www.cascadesportscarclub.org](http://www.cascadesportscarclub.org) \*\***

**Mandatory Pit Stop:** Each race will have a mandatory pit stop to be made between the mandatory pit stop window. Pit stops may be made before or after the mandatory pit stop window, but will not count towards the mandatory pit stop. Refueling may take place during the mandatory pit stop. The cars ignition must be turned off while refueling and/or a driver change is taking place. All crew members that have the potential to come into direct contact with gasoline or gasoline vapors during pit stops are required to wear the following safety gear: A fire suit, fire resistant gloves, head sock, and helmet. A fire bottle designee is also required in case of a fire; however, is not required to wear the same safety gear. No contact with the car is allowed while refueling is going on except for a driver change. Helping a driver get belted in, radios plugged in, and cleaning the front windshield are not considered contact with the car and may occur at the time of re-fueling if necessary. Pit crew attire – Arms, legs, and feet shall be fully covered.

If during the race, a car returns to the paddock, or has to be towed in, they will have been considered to have withdrawn from the race and will not be permitted to re-enter the track. This rule does not apply to the 2 hr.

**MANDATORY DRIVERS MEETING – See schedule. Failure to attend may result in starting at the rear of the field.**

**Each sponsoring club is responsible for setting Mandatory Pit Stop configuration and pit stop/pit lane rules as well as the qualifying procedure.**

**ROUND 1 – APRIL 27, 2013: QUALIFYING.** Pressure qualifying. Either driver may qualify. Qualifying shall consist of one green flag lap (one out lap and one green flag lap). Qualifying order shall be set based on practice times – fastest first to slowest last. The starting grid shall be set fastest to slowest.

RACE – The mandatory pit stop shall be made between the 25 and 35 minute mark of the race. Either a driver change (two drivers) or a 60 second timed stop (one driver) must occur during the mandatory pit stop.

**ROUND 2 – JUNE 22, 2013: QUALIFYING – SEE ROUND 1**

RACE – SEE ROUND 1

**ROUND 3 – JULY 12, 2013: QUALIFYING –** A 15 minute qualifying session will be used to set the field. One of both drivers may drive the car during the session with the fastest time set by either driver being used as their qualifying time. Grid shall be set fastest to slowest.

RACE - The mandatory pit stop shall be made between the 15 and 45 minute mark of the race. Either a driver change (two drivers) or a 60 timed stop (one driver) must occur during the mandatory pit stop.

**ROUND 4 – AUGUST 10, 2013: QUALIFYING -** A 10 minute qualifying session will be used to set the field. One or both drivers may drive the car during the session with the fastest time set by either driver being used as their qualifying time. Grid shall be set fastest to slowest.

RACE – SEE ROUND 1

**ROUND 5 – SEPTEMBER 28, 2013: TBD by IRDC**

**ROUND 6 – OCTOBER 19, 2013: QUALIFYING N/A – LEMANS START.** Pit stalls are determined (DOUBLE POINTS) (pole pts do not apply) based on receipt of entry.

RACE – The mandatory pit stop shall be made between the 30 and 90 minute mark of the race. A two minute timed stop shall be made for both one driver and two driver entries.

**CASCADE PIT STOP/PIT LANE RULES:** The pit lane speed limit is 35 MPH which starts at the pedestrian bridge and ends at the white line at the end of pit lane (both will be marked with double cones). While on pit lane, use the far left lane except to enter into and out of your pit space. One crew member is allowed over the wall to signal the car into their pit space. During a Full Course Yellow (FCY), pit lane will be closed. If you are in pit lane at the time of a FCY, you will be released to rejoin the field. If a FCY or a black/red flag occurs during the mandatory pit stop window, the amount of time under FCY or black/red flag will be added to the end of the window time (except for the 2 hour race). Pit lane will not re-open until the entire field has passed start/finish after the re-start of the race. No work of any kind is allowed under a black flag all or red flag. The clock will continue to run.

**Trophies:** One or two in class – 1<sup>st</sup> only; three to five in class – 1<sup>st</sup>& 2<sup>nd</sup>; six or more – 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

**Minimum Penalties:** Pit lane speed violation, fuel spillage over 1 liter – Stop & Go. Mandatory pit stop window violation – Penalty Box: 2 minutes. All others - Warning