

IRDC 6 HOUR ENDURO SUPPLEMENTAL REGULATIONS

Including the

NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES SEASON OPENER

ICSCC Competition Regulations apply, except where superseded by enduro specific rules below.

1. ENTRIES

The total maximum number of entries is 40 teams.

Each team will assign a Team Captain who is responsible for ensuring the completion of all entry materials, paying all applicable fees and fines, and for the conduct of all members of that team including drivers, crew, and anyone else associated with the team.

2. ELIGIBILITY

All drivers holding a current valid unrestricted competition license issued by ICSCC, SCCA, CACC, FIA, ASN, or NASA are automatically eligible. Drivers with other licenses may 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 regulations for the current year.

All members of any race team must wear the wrist bands provided at track entry and registration at all times while on racetrack property. Penalties may be issued for non-compliance, including loss of laps or exclusion from the event.

A Minor Release form maybe required to be completed for anyone under the age of 18 before entering the facility, no exceptions. Any attendees under the age of 18 must be under direct supervision of a responsible adult at all times. Minor release forms available at registration.

No minors under 18 years old are permitted in any “hot” area under any circumstances. “Hot” areas include but are not limited to: any part of the racing surface and surrounding run off area, safety barriers and tire walls, and pit lane. Please consult with a race official if there are any questions whether an area may be considered “hot”.

3. CAR CLASSIFICATION

<u>2 HOUR</u>	<u>6 HOUR</u>	
ME0	E0	AP, SPO, SPM, GT1, GT2, GT3, ITE, ST
ME1	E1	SE46, BP, EIP, FIP, GTL, RS, AS, SPU
ME2	E2	CP, DP, PRO3, ITS, PRO44, HIP
ME3	E3	EP, FP, SM, CSM, HT, ITA, GP, HP, IP, CR, PRO7, ITB, ITC
MSR	ESR	ICSCC legal Sports Racers
	EUO	All Closed Wheel classes over 2500cc and 13B rotaries, “unlimited” rules
	EUU	All Closed Wheel classes 2500cc and under and 12A rotaries, “unlimited” rules

E0, E1, E2, E3 class cars have more restrictive, class specific rules limiting fuel and tires.

E0, E1, E2, E3 class cars will comply with correlating championship class rules, including any tire rules and minimum weights.

ESR, EUO and EUU classes have less restrictive, more open “unlimited” rules.

4. * CAR NUMBERS, CLASS DESIGNATORS

*Note – 700 series numbers are no longer required for non-ICSCC cars. Car numbers submitted on the entry form will be granted on a first come, first served basis, including car numbers from sanctions other than ICSCC. In the case of duplicate car number, the earlier entry will be given priority. Alternative numbers may be chosen in consultation with the Race Registrar. Numbers may be reflective.

Contrasting enduro class designators are required, minimum size is 4 inches tall x ¾ inch stroke.

5. GRIDS, STARTING, *MANDATORY TIMED PIT STOP FOR ALL CARS*****

All cars must be on the pit lane grid 30 minutes prior to the published start time for opening ceremonies and group photography. Any car arriving late to the grid will start at the back of the field.

The NWMECS 2 HOUR mini enduro will begin at the same time as, and run concurrently with the 6 HOUR enduro.

In order to facilitate NWMECS mini enduro series rule consistency and awarding of mini enduro series points, ALL CARS regardless of class, will be subject to a mandatory two (2) minute timed pit stop in a window between 30 minutes and 90 minutes elapsed race time.

6. TECHNICAL INSPECTION

All race cars and safety equipment and apparel for any participating driver must pass a technical inspection demonstrating compliance with 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 total fuel vessels. 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

One brake light minimum must be functional at all times. Headlights and taillights are not required, but are strongly encouraged in the case of inclement weather.

8. PIT AND PADDOCK RULES

Positively NO SMOKING on the pit lane. Violation is grounds for Disqualification.

The paddock speed limit is 10 MPH for all vehicles.

Designated fire lanes shall remain clear at all times. Violators may be towed with no notice.

Canopies are permitted to be placed next to the pit lane wall. Canopies should be secured against wind gusts.

Gasoline in the paddock must be stored away from potential ignition sources and spectator traffic. No heat sources or possible ignition sources may be within 15 feet of the pit lane wall or any fuel container whether in your pit and paddock space or adjacent pit and paddock spaces. Please also take time to see where your neighbors are storing their gasoline to insure compliance.

No alcoholic beverages are permitted in the pit or paddock area. Alcoholic beverages may only be consumed in designated areas after the track is closed for the day.

No pets permitted on the pit lane. Pets are required to be on leash at all times in the paddock area.

9. PIT LANE

Cars will enter the pit lane from the paddock through the opening at the west end of the pit lane wall. Cars will exit the pit lane to the paddock through the east wall opening. Cars entering and exiting the pit lane will circulate in a clockwise direction.

All teams shall designate a Pit Captain. The Pit Captain will be the principle point of contact for the Pit Officials.

The pit lane speed limit is 35 MPH. The pit lane begins at the west opening and ends at the start/finish flag station.

Please be diligent to keep your speed to 35 mph until you pass Ralph, keep our Starter safe.

The pit lane shall remain clear at all times, except for pit stop. No standing on the pit wall.

One crew member only is allowed over the pit wall to guide their car into the pit stall. 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 or equipment of any kind is allowed over the pit wall until the car comes to a complete stop.

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

All crew members going on to pit lane must 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 strongly recommended. Crew helmets are allowed and encouraged.

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 the following safety equipment: A fire suit, fire resistant gloves and shoes, head sock, and helmet.

Refueling during the race is permitted only on the pit lane. Refueling in the paddock during the race is strictly prohibited. Any team refueling in any location other than on pit lane once the race has started, unless specifically directed to do so by an official, will be assessed a 30 minute timed penalty.

During refueling at least one crew member must be ready with a 10 BC rated fire extinguisher in hand with the sole function being to extinguish any possible fire while 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.

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.

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

Driver changes are permitted while refueling.

Also permitted during refueling: cleaning windows and lights, removing tape from lights, installation of driver aids such as seat inserts, disconnecting and connecting radio wiring harnesses, changing batteries or memory card on cameras, changing portable radios, GPS devices, cool suits, helmet blowers, other coolers, water tubes, belts, seat adjustment, seatback support adjustment, steering wheel changes, tilt wheel adjustments, reset tachometers and other gauge or sensor resets, and adjusting mirrors, providing the above activities take place in the cockpit of the vehicle.

No work may be performed on the car itself while it is being fueled. Taking tire temps, tire pressures, checking the oil, changing tires are specifically prohibited, along with any other activities not directly related to the driver exchange.

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.

10. FUEL TOWERS – EUO, EUU, & ESR CLASSES ONLY

Fueling on the pit lane during the race for unlimited class cars may be done with a gravity fed fueling tower approved by Tech officials prior to the race, meeting the following specifications:

- a) The fuel tower must be a maximum overall height of 6 feet, excluding the vent, as measured from the pit-lane surface.
- b) Maximum fuel capacity is 65 gallons.
- c) An automatic shut-off valve conforming to the dead man principle must be fitted to the tank outlet. The shut-off valve must immediately stop the flow of fuel into the hose when it is manually released. The valve may not be disabled or be fitted with any device that causes it to remain in the open position.
- d) The fueling tower itself may not be refilled during a pit stop.
- e) The addition of weight, air pressurization, 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.
- f) All dry-break couplings fitted to 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.
- g) Non dry break fueling systems: Any nozzle type delivery device must incorporate some kind of valve that complies with the dead man principle, the filler nozzle must immediately stop the flow of fuel when it is manually released.
- h) Fuel towers must have roll over type valves on any breather pipe to control fuel loss in case of tip over.

i) Tech officials may, at their discretion, reject any fuel coupling or nozzle, vent, hose, shut-off valve, or any part of a tower system if it appears to be damaged, defective, or does not function properly.

j) In lieu of a fuel tower, EUO, EUU and ESR class cars may elect to use dump cans or ordinary fuel jugs.

11. FUELING & TIRE RULES – E0, E1, E2, E3 CLASSES

Limited class cars may begin the race with a total volume of gasoline equivalent to the published capacity of the stock factory O.E. gas tank, in either the stock factory O.E. gas tank, or a fuel cell.

For limited class cars, gasoline must be dispensed from approved 5 gallon containers. Approved containers are illustrated below. These approved containers may hold slightly more than 5 gallons as delivered from the factory. Any container brand is fine, so long as the containers are the typical square or round type, or commonly available hardware and auto parts store generic type.

No modifications whatsoever are permitted to increase the capacity of these cans.



The use of hoses, funnels, clamps, PVC & ABS fittings, valves, and pipes, threaded connectors, roofing supplies, miscellaneous plumbing supplies, and other items commonly found at a local hardware store are generally allowed, providing the design is not inherently unsafe. Fuel containers shall remain capped when not in use.

The intent of this rule is to encourage creativity and inexpensive development of faster ways to refuel.

Dry break type utilities and dump cans are not permitted. The following container types are expressly prohibited:



A maximum of two (2) approved 5 gallon jugs are permitted over the wall for a pit stop at any one time. Teams may add a maximum of two approved jugs per pit stop, the intent being a limitation of 10 gallons per pit stop.

Only one (1) approved jug may be added to the car at any one time from a single fill point. No tandem filling permitted.

Manual or hydraulic floor type jacks only.

Air jack type systems may be present, but may not be used on the pit lane during the race.

Teams may change one tire only on the pit lane per pit stop.

All tire changes in excess of the single tire change allowed on pit road must be done in the paddock area. This includes any switching between “drys” and “wets”. Reminder: refueling in the paddock during the race is strictly prohibited.

Rotating tires on the pit lane is permitted providing that all the tires on the car when it leaves the pit stop were the actual tires on the car when it came in for that same stop. Any combination of changing one tire and rotating tires on the pit lane during a pit stop is not permitted. In any given pit stop a team may change one tire OR rotate any or all of the tires, but not both.

These limited tire change rules do not apply to EUO, EEU and ESR class cars.

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 and paddock area. Other drivers and crew members may carry out parts and give advice from a safe position but under no circumstances may they leave the spectator areas into hot areas of 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 Race Control in consultation with the Race Steward.

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

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

13. RULES OF THE ROAD

The Race Steward 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 103.0dB measured at 50 ft. Any car exceeding 103.0 dB at 50 ft at any time will be shown the mechanical black flag and required to immediately report to the meatball 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. Second and third noise violations also require a legitimate correction attempt is made before the car is once again allowed to re-enter the track. Any successive noise violations will result in immediate disqualification.

14. FLAGS

RACE STOPPAGE, RED FLAG ALL OR BLACK FLAG ALL:

The race clock will continue to run.

During the interval 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 ON THE PIT LANE OR IN THE PADDOCK, except to mitigate an immediate safety hazard.

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

FULL COURSE YELLOW:

The pit lane will be CLOSED during full course yellow conditions to permit safety personnel and officials to focus on safely and quickly mitigating the cause of the Full Course Caution-“FCC”.

Once the last turn station before the pit lane entrance displays the double yellow flags, the pit lane will then be closed. If a car enters the pit lane during a full course yellow situation, the driver has three options:

- A. Proceed to the paddock, work may be performed unless prohibited by an official, due to the Flag/course condition upgrading to Race Stoppage/Black Flag or Red Flag All.
- B. Park in your pit stall and do nothing until the end of the full course yellow. The driver may not exit the car unless instructed to do so by an official. The team shall not work on the car.
- C. Continue through the pit lane and rejoin the field at the end of the pack.

15. FINISHING PROCEDURE, 2 HOUR SPECIAL FLAG & 6 HOUR

Flags indicating the end of each 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.

For purposes of indicating the finish of the NWMECS 2 HOUR, the Start/Finish flag stand will display a checkered flag crossed with a green flag. Cars participating in the 2 hour race only will maintain their speed after taking these crossed flags and finish the lap at speed, slowing only when preparing to enter the paddock.

All other cars running in both the 2 hour and the 6 hour, or 6 hour only, will continue without slowing to the end of the 6 hours, at which time a conventional checkered flag finish will be displayed.

Finishing order will be scored and determined according to the total number of laps completed by each car. Cars are not required to meet any other criteria to be scored with a finishing position.

16. PROTESTS

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

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

The Steward will rule on all protests. The Steward's decision may be appealed to IRDC's Enduro Committee.

Protests requiring a teardown will proceed in accordance with ICSCC Regulations.

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. TROPHIES

Trophies will be awarded to finishers based on the following number of entries:

1. One, two, or three in class: 1st only
2. Four, five, or six in class: 1st and 2nd only
3. Seven or more in class: 1st, 2nd, and 3rd

19. 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, IRDC will charge a \$250.00 cancellation fee. The submission of an entry form is considered acceptance and agreement of this policy. Cancellations **must be submitted in writing or by email** to the Race Registrar.

20. MISCELLANEOUS

- 1 IRDC and TRMP management reserves the right to make any changes to anything regarding the event, it's operation, rules, scheduling, course configuration and direction, barrier placement, etc., with only so much notice as time permits.
- 2 IRDC reserves the right to refuse entry to this event or to The Ridge Motorsports Park at any time for any reason.
- 3 Damage to the track, grounds, buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used to conduct this race, regardless of cause, will be charged to the driver responsible.
- 4 NSF checks will be charged an additional \$50 fee.
5. Anyone caught dumping oil at the raceway will be fined and permanently banned.

PENALTIES

INFRACTION

PENALTY

