

2009 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. NUMBERS

Numbers to be used will be assigned by the Registrar and issued at registration. These numbers must be used on all cars and any other exposed numbers blotted out. Numbers must be affixed before tech inspection. Cascade will provide a white backing for these numbers. If a competitor wishes to use a reflective backing they must obtain permission from the Race Chairman prior to presenting the car for technical inspection.

2. GRIDS AND STARTING

Maximum number of entries accepted is 50, determined by postmark and being received by the Registrar by mail. Entries may also be faxed or emailed to the Registrar and the date received will be treated the same as a postmark.

If your car is not on the LeMans grid, engine off, at 5 minutes before the 9:45am starting time, you will be started at the back of the grid (or held in your grid position at the discretion of the grid marshal) after every car has left the LeMans grid.

3. TECHNICAL INSPECTION

All vehicles and drivers must pass tech inspection as per ICSCC racing regulations. Cars must be presented for inspection in competition trim, including numbers, lights, and refueling devices. Production based cars with stock fuel tanks and auxiliary fuel tanks must provide proof of size of both tanks at technical inspection.

4. LIGHTS

All cars must have headlights, taillights and brake lights. 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, at least (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.

5. RULES OF THE ROAD

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

Changing of the tub (uni-body) or chassis during the race is not permitted.

Each team must have a minimum of two (2) drivers.

It is the responsibility of the driver to make all attempts to their put their vehicle in the safest location possible, and off of the racing surface should they experience a mechanical failure, or loss of power that would prevent them from continuing to their pit. Failing to do so, and creating a situation requiring on-track recovery response may result in disqualification.

6. GASOLINE

Gasoline in the pits must be in approved containers and devices only, capacity not to exceed eleven (11) gallons each.

No pressurized fuel cans allowed.

Absolutely **NO SMOKING** in the racing pits; failure to comply is grounds for disqualification.

A maximum of 22 gallons will be allowed in the racing pits at any one time. Gasoline in the paddock area must be stored away from spectator traffic. No fuel will be allowed across the Bridgestone Bridge (pedestrian bridge) so have all the fuel you need.

If a car runs out of gas on the circuit during the race, it may be refueled by the driver as long as proper safety and fire prevention practices are followed.

7. FUEL TOWERS (12 HOUR 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.

8. FUEL TANKS

One auxiliary tank will be permitted providing it is adequately and properly mounted and of a safe construction.

No fuel tank is permitted in the driver compartment without a completely sealed metal separation (see ICSCC Regs).

All fuel lines in the passenger compartment must be metal or braided steel construction including all vent lines and discriminator valves.

Fuel tank filler and vent may not protrude beyond the bodywork or be placed in a vulnerable location.

The filler and/or vent may not be located in the rear window of the car.

The auxiliary tank capacity may not exceed that of the original tank supplied with the car. Any car with an oversized auxiliary fuel tank will be disqualified.

9. PIT STOPS

All competitors shall appoint a Pit Captain so identified as to be recognized by the Pit Stewards.

No standing on the pit wall at any time.

No person under the age of 18 is allowed to participate in pit stops.

Nothing is allowed over the pit wall until the car comes to a complete stop.

The Pit Captain MUST notify a Pit Steward at least two laps before a scheduled fuel stop and/or driver change. The pit and paddock areas are the only areas in which the driver of the car may be changed.

12 HR: 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 bridge and ends at the front edge of the #1 pit. A radar gun may be in use at any time. There will be an acceleration area west of the first pit before merging with the track.

6 HR: There is a 25 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 double cones marked at the end of the pit exit road and ends once back on track.

Absolutely NO SMOKING in the racing pits; failure to comply is grounds for disqualification!

A total of four (4) persons will be allowed over the pit wall to work on the car at any one time.

The driver may remain in the car and not be counted, or a driver change may take place with neither being counted so long as neither does any physical work on the car.

Additionally, one person, whose sole function shall be to man a 10 lb. or larger fire extinguisher, with an ABC or BC rating, is mandatory. This person shall render no other physical assistance other than the suppression of fire.

Refueling: Only one container may be "over the wall" at one time during refueling.

A maximum of 22 gallons will be allowed in the racing pits at any one time.

The car's ignition must be turned off while refueling is going on.

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

Anyone who is 'over the wall' and is involved in the refueling process must wear suitable uniforms capable of protecting the wearer from excessive heat and fire. The uniform will consist of a balaclava, full-face helmet with eye protection, gloves, and appropriate shoes or boots. The uniform will be snugly fitted around the neck, wrists and ankles. Uniforms will consist of a minimum of one layer of flame retardant material, which must be woven type, permanently flame retardant (Nomex type). Uniforms will not be soiled with grease or oil to the extent that the suit constitutes a fire hazard. This rule applies to anyone holding a funnel or a catch can as well as the person actually putting fuel into the vehicle.

It is highly recommended that all crewmembers going over the wall have full fire protective gear and helmets as described above.

All personnel over the pit wall shall wear gloves, long pants, shirts that completely cover the arms and torso. Open toed shoes and bare feet are not allowed in the hot pit area.

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

Driver Changes: The driver may remain in the car and not count against the four persons allowed to work on the car at any one time.

A driver change may take place with neither driver counting against the four as long as neither does any physical work on the car.

The car's ignition must be turned off whenever a driver change is taking place.

Driver exchanges may take place while refueling is going on.

The car's crew must be prepared to clean up spilled fuel as soon as practical via approved methods. (Grease sweep may be available from the Pit Marshall.)

10. DRIVER ASSISTANCE

If, on the starting grid a car will not start, it may be push-started by its crew after the other cars have left the grid.

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 toward the track. If they do, it could lead to disqualification.

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. 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.

There are no restrictions on the number of people that may work on a car in the paddock area.

11. 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, there will be a restart in single file in the order existing when the race was stopped.

The last lap tape will be used to determine this order.

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

12. POINTING BY

Due to the great disparity in speed potential of the cars entered, slower cars are urged to "point by" overtaking cars.

DO NOT CHANGE YOUR DRIVING LINE TO LET A FASTER CAR PASS. It is the responsibility of both cars to execute a safe pass.

13. 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 inadvertently is 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 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.

14. PROTESTS

All protests must be in writing and submitted to the Steward of the Meet within 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.

15. RESULTS

Provisional results will be posted as soon as possible after the last lap. If not protested, these results will become official thirty 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.

16. RADIO COMMUNICATIONS

The Steward of the Meet or Race Chairman reserves the right to require any radio communications interfering with track communications to be shut down.

The Pit Captain shall inform the Steward of the Meet, the Race Chairman, or the Course Marshal if they are planning to use FM radios.

17. PIT SIGNALS

Pit signals may be given from the Pro Pits. If pit signals are given from the Pro Pits, the person must be 18 years of age or older.

No more than two people per car are allowed at the pit wall at any time during the race.

18. PITS

Pits are assigned according to the car number.

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 old paddock area on the south side of the track.

Additional vehicles may be parked on the south side of the bridge in the grass area for parts runs.

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

Waivers must be signed when entering the track. Please remind your crew.

The drag return road on the south side of the grandstands is a fire lane and must remain open for official cars only. Cars blocking fire lanes and/or safety access lanes may be towed without warning.

The LeMans start will be from the Pit Lane.

Canopy covers must be back from the pit wall a minimum of 15 feet.

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

Please make sure that canopies are secured against wind gusts.

19. ANIMALS

Animals on a 6-ft. leash are permitted in the main paddock area only. No animals permitted in the Hot Pit areas.

20. BEVERAGES

No alcoholic beverages are allowed in the pit or paddock areas. Alcoholic beverages may only be consumed in the "Beer Garden" area after the track is closed for the day. Please don't bring glass bottles or containers into PIR. Illegal drugs are not allowed at any time. **A driver will be disqualified if he/she or any of their crewmembers bring alcohol into P.I.R.**

21. NOISE LEVELS

Any competitor exceeding 103 db at 50 feet will receive a "mechanical black flag".

If the vehicle is repaired or fitted with a noise-limiting, muffling device, that competitor will be allowed to re-enter the race except on the third violation. (See penalties)

The muffler system must be Conference legal as should the repair or replacement.

22. CLASSIFICATION

- Class P1 – 2500cc and up
- Class P2 – 1650cc thru 2499cc
- Class P3 – 1649cc and under
- Class SR – open only to cars eligible to compete in ICSCC Sports Racing classifications

- Turbocharged and Supercharged cars shall multiply their displacement by a factor of 1.4.

Rotary Cars: 13B – P1 / 12A – P2

Engine displacement excluding an overbore allowance of 1.2mm (.047”)

Displacement (as race ready) and maker of engine shall be placed on all tech forms to facilitate classification. Misrepresentation is cause for disqualification.

Any entry found misstating engine displacement for the purpose of competing in a different class will be disqualified.

23. PRIZE MONEY

You must be a finisher in order to be eligible for the prize money (see rule # 12). One check will be issued to each team qualifying for prize money. Pay outs are per class and based on the number of entries per class.

Pay Outs: **12 Hour:** 1-6 in class – 1st only (\$1000 if there are over three entries, \$600 if there are fewer than four entries), 7-13 in class – 1st and 2nd (\$500 for 2nd), 14 and over in class – 1st, 2nd, 3rd (\$200 for 3rd). Overall winner is guaranteed \$1000 despite the number of entries in class.

Pay Outs: **6 Hour:** 1-6 in class – 1st only (\$700 if there are over three entries, \$400 if there are fewer than four entries), 7-13 in class – 1st and 2nd (\$300 for 2nd), 14 and over in class – 1st, 2nd, 3rd (\$100 for 3rd).

24. TROPHIES

Trophies will be awarded on the following number of entries:

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

25. 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.

26. 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.

27. 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

1st offense

Warning – 0

2nd offense

Penalty Box: 1 minute

3rd offense

DSQ

Leaving fuel tower filler nozzle unmanned or attached

1st offense

Penalty Box: 10 min.

2nd offense

Penalty Box: 20 min.

3rd offense

DSQ

More than 4 crew members over the wall

Penalty Box: 30 sec.

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

Not notifying Pit Stewards of scheduled fuel stops or driver changes

Penalty Box: stop & go

Passing under yellow flag

1st offense

Penalty Box: stop & go

2nd offense

Penalty Box: 1 min.

3rd offense

Penalty Box: 5 min.

4th offense

DSQ

Unsafe driving or Avoidable contact

1st offense

Penalty Box: 5 min.

2nd offense

Penalty Box: 15 min.

3rd offense

DSQ

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

Penalty Box: stop & go

Pit Lane Speed Violation

Penalty Box: stop & go

NOISE: Practice and Race

1st violation

Warning

2nd violation

Warning

3rd violation

DSQ

- 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.