

2020 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 (combined 2 hour / 4 hour / 8 hour races) (One car entered in all 3 races counts as 1 team, not 3)

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. Minimum number of drivers: two (2) drivers for the 8 hour one (1) driver for the 2 hour and 4 hour

2. ELIGIBILITY

All drivers must hold a current unrestricted competition license. ICSCC IRR or ENDURO, SCCA, CACC, SOVREN, 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 on their wrist which indicates that they have signed in at registration. Penalties may be issued for non-compliance.

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 12 are not allowed to use any kind of wheeled transportation including bicycles, scooters, skateboards, skates, etc. Oregon helmet law is in effect at P.I.R.

3. CAR CLASSIFICATION

Cars are classed based on a combination of a car's potential and lap times. Below is a list of ICSCC classes and a set of Production classes (P0-P3) along with a lap time range that cars would typically be able to turn and their corresponding enduro class. Sometimes the class and lap time range do not match the same enduro class. In those instances, the race chairman together with the race steward will determine the class. For questions about which class to enter or to request class clarification, email enduro@cascadesportscarclub.org. The goal is to classify cars in a way so that they are most evenly matched. Cars that are misrepresented may be re-classified and/or may be penalized. Lap times listed are with no chicane and with chicane @ P.I.R. E0, E1, E2, E3, and E4 classes have LIMITED Fueling rules. EU & ESR classes have less LIMITED Fueling rules.

<u>4 & 8 HOUR</u>	<u>2 HOUR</u>	<u>ICSCC CLASS</u>	<u>No Chicane</u>	<u>Chicane</u>
E0	ME0 =	AP, SPO, SPM, GT1, GT2, GT3, ITE, SST, ST, P0	under 1:18.0	under 1:26.0
E1	ME1 =	BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1	1:18.0 – 1:21.0	1:26.0 – 1:29.0
E2	ME2 =	CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2	1:21.0 – 1:24.0	1:29.0 – 1:32.0
E3	ME3 =	EP, FP, SM, CSM, HT, ITA, P3	1:24.0 – 1:27.0	1:32.0 – 1:35.0
E4	ME3 =	GP, PRO7, CR, ITB, ITC	over 1:27.0	over 1:35.0
EU	=	ANY OF THE ABOVE CLASSES W/OUT LIMITED FUELING RULES		
ESR	MSR =	ICSCC SPORTS RACING CLASSES		

Production classes (P0 – P3) – Open modifications as allowed per ICSCC Competition Regulations. Cars are classed by horsepower (HP) and weight to horsepower (WT:HP). If HP and WT:HP are in different classes, the Race Steward shall determine class. **P0** – 225 to 275HP, 10.0-12.0 WT:HP; **P1** – 180 to 225HP, 12.0-15.5 WT:HP; **P2** – 135 to 180HP, 15.5-19.0 WT:HP; **P3** – below 135HP, above 19.0 WT:HP. HP is determined using a Dynojet dynamometer 248/224/424 utilizing standard practices and procedures as described in the ST rules and as outlined in Section 1324.H of the ICSCC Competition Regs. A dyno form is not required. WT is racecar weight at the end of the race plus 180 pounds. Cars in Production classes (P0 – P3) using tires with a treadwear rating of 180 or higher may move down one class. ICSCC classes listed follow class rules.

E0, E1, and E2 class cars are limited to adding 15 gallons of gasoline per pit stop, and must start the race with a maximum of 15 gallons of gasoline. E3 and E4 class cars are limited to adding 10 gallons of gasoline per pit stop, and must start the race with a maximum of 10 gallons of gasoline. 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, or through a funnel that has a maximum inside diameter of 1 inch. These classes may not use any type of quick fill equipment, dump cans, or fuel towers, and no dry break type utilities are allowed. Only one jug may be added to the car at any one time. Also, see Section 11 (Gasoline).

****NOTE** - 2 Hour only entries may use any of the approved re-fueling methods.**

EU and ESR class cars – See Sections 6 (Tech Inspection), 10 (Fuel Towers) and 11 (Gasoline) for fueling rules.

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. Numbers may be reflective. Teams will add contrasting enduro specific class designators to their number; the minimum size is 4 inches tall x ¾ inch stroke for class designators.

Pit and corresponding paddock spaces will be assigned by the Race Registrar by order in which entry is received. 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.

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 scheduled 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

Headlights and taillights are required on all 8 Hour cars and on all cars after the "LIGHTS" board is displayed. 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 requiring lights must have a minimum of two headlight assemblies. Additional headlight assemblies are permitted. Cars with excessive lighting may be Black Flagged and will be asked to remove or disable lights that are blinding or hazardous. Generally, no more than six assemblies or units are permitted.

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 5 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.

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.

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 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 and cleaning the front windshield and/or headlights.

Refueling during the race is allowed only in the pit lane unless permission is granted by an official and the same refueling procedures as in pit lane are followed. Any team refueling in any location other than the pit lane without permission once the race has started will be assessed a 30 minute penalty. See Sections 10 and 11 for re-fueling rules.

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, head sock, and helmet.

During refueling, at least one crew member must be ready with a 10 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 person refueling, 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 are 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.

MANDATORY PIT STOP:

There will be one mandatory two minute pit stop to be made between the 30 minute and 90 minute mark of the race. The purpose of this mandatory pit stop is to be inclusive of the 2 hour NWMECS participants and encourage multiple race entries. The mandatory pit stop is required for all entries independent of the race(s) entered.

10. FUEL TOWERS – EU & ESR CLASSES ONLY

Fueling in hot pit lane during the 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 7 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 at least 8 feet in length and of an ID no greater than 2.25", 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. The fueling rig must be grounded when transferring fuel using an electric transfer pump. Air or manual pumps are also allowed. Open transfer is not permitted. Teams are permitted to store up to 55 gallons of fuel over what is in their overhead fueling rigs.
- h) 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.
- i) 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.
- j) 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.
- k) 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.
- l) 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.
- m) Fueling on jack stands is not allowed.
- n) 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 EU and ESR class cars. A maximum of three (3) standard 5 gallon jugs for E0, E1, & E2 class cars or two (2) standard 5 gallon jugs for E3 and E4 class cars are allowed over the wall for a pit stop at any one time. E0, E1, E2, E3, and E4 class cars must dispense gasoline from standard 5 gallon jugs, using a standard cap with an integrated fill hose with a maximum inside diameter of 1 inch, or through a funnel that has a maximum inside diameter of 1 inch. Venting of standard five gallon jugs is open. These classes may not use any type of quick fill equipment, dump cans, or fuel towers, and no dry break type utilities are allowed. Only one jug may be added to the car at any one time for the E0, E1, E2, E3, and E4 class cars. See Section 3 for other re-fueling limitations. 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 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 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 102.9 dB measured at 50 ft. Any car exceeding 102.9 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. A second noise violation also requires a legitimate correction attempt is made before the car is once again allowed to re-enter the track. A third noise violation will result in immediate disqualification.

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 an official.

5:30pm TRACK CROSSING – A black flag will be displayed to the leader at T12 at approximately 5:30pm. Cars will proceed down pit lane where they will be held for approximately five minutes. Cars will be released onto the track (green flag) using approximate intervals as the lap prior to the black flag. The purpose of the track crossing is to allow 2 hour and 4 hour participants to exit the track. No work of any kind may be performed on any car still in the race until the race leader has crossed the start/finish line after leaving pit lane as this race stoppage is not intended to make an impact on the result of the event nor benefit a team by the timing of this race stoppage.

FULL COURSE YELLOW:

Pit lane will be closed during a Full Course Yellow for the first two hours, then will be open for the remaining six hours. Cars already in pit lane before the double yellow has been displayed will be permitted to finish their pit stop and re-join the field. The reason to close pit lane for the first two hours is to follow the NWMECS rules. The reason to open pit lane for the remaining six hours is to allow for potential pit strategy. **Use extreme caution when arriving and proceeding through the incident that caused the FCY especially when catching up to the back of the field.**

15. FINISHING PROCEDURE

The checkered flag denoting the end of the race(s) 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.

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.

2 HOUR – Cars not completing half the laps of the class winner or overall winner if only car in class will be scored as a DNF for the purpose of tabulating points. Number of laps completed will determine position for DNF's. See the 2020 NWMECS rules for more details.

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. TROPHIES / PRIZE MONEY

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

PRIZE MONEY (for each class in the 8 hour) if the 8 hour has a minimum of 25 entries is as follows:

# of cars in class	1st	2nd	3rd
2	\$100		
3	\$150		
4	\$250		
5	\$500	\$100	
6	\$600	\$200	
7	\$700	\$250	\$100
8 or more	\$1000	\$500	\$250

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. If the event is sold out and a team cancels within 72 hours of the race, Cascade Sports Car Club will charge a \$250.00 cancellation fee if CSCC is unable to replace the canceled entry with another one.

*Teams that receive the discounted early pricing and who do not cancel by the date the regular pricing goes into effect will receive a 100% roll over credit to any following year Cascade race(s) or be charged a cancellation fee equal to the difference between the early pricing and regular pricing. This will be at the entrant's discretion.

Cancellations **must be sent by email** to the Race Registrar.

20. 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.

21. PENALTIES

INFRACTION	MINIMUM Penalty
Any driver not attending drivers meeting without prior steward approval	Penalty Box: 1 minute
All drivers from an entry fail to attend drivers meeting without prior approval	Penalty Box: 15 minutes
Gas spillage over 1 liter on or off track	
1 st offense	Penalty Box: Stop & Go
2 nd offense	Penalty Box: 1 minute
3 rd offense	DSQ
Leaving fuel tower filler nozzle unmanned or attached	
1 st offense	Penalty Box: 10 min.
2 nd offense	Penalty Box: 20 min.
3 rd 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
Mandatory Pit Stop Window Violation	3 Lap Penalty
Passing under yellow flag	
1 st offense	Penalty Box: Stop & Go
2 nd offense	Penalty Box: 1 min.
3 rd offense	Penalty Box: 5 min.
4 th offense	DSQ
Unsafe driving or Avoidable contact	
1 st offense	Penalty Box: 5 min.
2 nd offense	Penalty Box: 15 min.
3 rd 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 st violation	Warning
2 nd violation	Warning
3 rd violation	DSQ
Limited Class re-fueling Violation	Penalty Box: 1 min.
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.