

REVISION February 6th 2013 – IRDC General Meeting

IRDC Inaugural “6 Hours on The Ridge”

2013 Spring Enduro Supplemental Regulations

1. RULES

All rules and policies contained within the current year International Conference of Sports Car Clubs (ICSCC) Competition Regulations and Policy and Procedures manual apply to this event, with the exception of those rules and policies superseded by these supplemental regulations.

2. ENTRIES

2.1 The maximum total number of entries is 50 teams. Entries submitted after the deadline may be accepted, however, a late charge may apply.

2.2 Any entry may be refused, at any time, if the car presented at the track does not meet these regulations. Additionally, ICSCC administration reserves the right to limit entries, or refuse any individual entry, with or without cause.

2.3 Each team will assign a PRIMARY DRIVER, who will be responsible for submitting 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.

3. ELIGIBILITY

3.1 All drivers must hold a current 2013 unrestricted competition license. ICSCC Area or International grade license holders are automatically eligible. Drivers with licenses from other licensing bodies must be a minimum of 18 years old, be in good standing with their respective licensing body, and obtain approval of their credentials from the ICSCC License Director Scott Faris, license_director@icscc.com prior to acceptance of entry. No Rookie or Novice license holders.

NOTE TO ICSCC DRIVERS: 2012 ICSCC licenses expire by race date - RENEW EARLY.

3.2 All closed wheel race cars and sports racers, with adequate safety equipment, may be allowed subject to approval of the event administration.

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

3.4 A Minor Release form (under 18 years old) is required to be completed for all minors, before entering the facility. Minors must be under direct supervision of a responsible adult at all times. No Minors are allowed in any hot area under any circumstances. Hot areas are defined as the pre-grid after the 1 minute warning, or the pit side of the fence. Additionally, persons under 16 are not allowed to use any kind of wheeled transportation including bicycles, scooters, skateboards, skates, etc...

4. CAR CLASSIFICATION

4.1 For enduro classification purposes;

EU = Unlimited Class.

ESR = ICSCC Sports Racing classes.

L1 = 2500cc and above, and 13B Rotary engines.

L2 = 1650cc thru 2499cc, and 12A Rotary engines.

L3 = 1649cc and below + 1800cc Spec Miata running proper restrictor and running as SM.

4.2 Engine make and displacement shall be declared on all tech forms.

Misrepresentation of displacement, for classification purposes, will result in immediate disqualification.

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

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

4.5 The Limited classes, “L1, L2 and L3”, are designed to encourage participation of cars and teams not ordinarily prepared for endurance racing that meet ICSCC safety and preparation requirements.

Limited class cars shall have factory fuel tank or fuel cell only, no auxiliary tanks permitted. Limited class cars are limited to 10 gallons of gasoline per pit stop, and must start the race with no more fuel than their stock tank capacity. Gasoline must be dispensed from standard 5 gallon Motorsports jugs, using a standard cap with an integrated fill hose with a maximum inside diameter of 1 inch, and a funnel if necessary. Vent hose inside or outside of can is not allowed, nor is enlarging the vent hole. Limited class cars may not use any type of quick fill equipment, dump cans, or fuel towers. No dry break type utilities are allowed.

Limited 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.

Changing more than one tire, or changing a tire and rotating tires in the pit lane will incur a penalty. Tire changes are unlimited in the paddock.

5. CAR NUMBERS and PIT ASSIGNMENT

5.1 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.

5.2 If your car number choice is already taken, an alternative car number must be chosen in consultation with the Race Registrar. This alternative number must be affixed to the car before tech inspection, and must meet the criteria outlined in the ICSCC Competition Regulations.

5.3 Teams must also add contrasting enduro specific class designators to their cars, the minimum size is 4 inches tall x ¾ inch stroke.

5.4 Tech will evaluate all numbers and class designators for compliance, and has the authority to require alterations as needed to become compliant with the criteria outlined in the ICSCC Competition Regulations. Please be sure your numbers and class designators are big enough and are sufficiently contrasting.

5.5 Pit and corresponding paddock spaces will be assigned by the Race Registrar. Teams may request a particular pit space, requests will be granted as much as practically possible, in order, on the basis of date of entry.

5.6 Teams must provide a weatherproof sign with their car number on it, on the pit lane side of the wall, to identify their pit lane location for drivers and officials.

6. GRIDS AND STARTING

6.1 Your grid position will be assigned on the basis of the order of qualifying. Cars not qualifying will be gridded on entry order.

6.2 Your car is requested to be in the assigned pre-grid position by 8:00 am sharp. If your car is not in the assigned pre-grid position at 8:15 am, it will be considered late to pre-grid, and shall start the race from the back of the grid.

6.3 Any car failing to start at the 1 minute warning will be held until all cars have left pre-grid. The car may then be push started by its crew, but no further than where the start-finish line crosses the track entry road. Pre-grid personnel or the track Entry Marshal shall have discretion to either hold the car on the track entry road until all the cars on the grid have taken the green flag, or the car may be released to join the back of the grid if this can be done safely.

7. TECHNICAL INSPECTION

Technical inspection hours are Saturday, 3-5 pm, and Sunday 7:00 am to 7:30 am.

7.1 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, including numbers and enduro class designations

7.2 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 at any given time.

7.3 The Race Steward and Chairman, in consultation with the ICSCC Tech Steward, may make tech allowances for cars from other recognized sanctioning bodies, provided the car meets the tech requirements of that sanctioning body and there are no basic safety concerns. Entrants will be required to provide proof of compliance with safety requirements of their sanctioning body before an allowance will be considered.

7.4 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.

8. LIGHTS

8.1 An absolute minimum of one functioning brake light is required at all times. It is strongly recommended that all cars have at least two headlights, two taillights and two brake lights.

8.2 Due to the race being run in the day, headlights will not be required.

8.3 Any number of additional lights may be added to the car, provided they illuminate in a forward direction. However, if the race administration deems any lights to be excessive and/or a hazard, the car may be mechanical black flagged. The team will have the following three choices at the penalty station;

1. The offending lights will be removed.
2. The Tech Steward will disable the offending lights by whatever means is agreeable to the team.
3. The team can retire from the race.

8.4 It is strongly recommended that drivers do not simply use their high beams or their full light array at all times. Rather, please show some consideration for your fellow competitors by dimming your lights when it is practical and safe to do so.

9. PADDOCK RULES

9.1 No race engines or loud generators after 7 pm or before 7 am.

9.2 Damage to the track, grounds or buildings, regardless of cause, or any damage to any equipment or devices utilized by ICSCC or IRDC to conduct this race, regardless of cause, will be charged to the driver responsible.

9.3 The paddock speed limit is 15 mph for all vehicles.

9.4 Pets are allowed in the paddock area, but must be on-leash at all times. No pets allowed in any hot areas under any circumstances.

9.5 Alcohol may only be consumed when the track is closed for the day, and only in the area designated by The Ridge Motorsports Park management. Any person bringing alcohol into The Ridge Motorsports Park for consumption during the event will cause the team they are associated with to be immediately disqualified from the event.

9.6 Any time any person is under a car, at least one jack stand must be in place under the car.

9.7 One support vehicle or one trailer only, is allowed in the immediate paddock area.

9.8 Gasoline in the paddock must be stored away from spectator traffic, and possible sources of ignition. Please also take the time to see where your neighbors are storing their gasoline. Please be careful with placement of heaters, and/or cutting and welding activities. Absolutely no open fires on The Ridge Motorsports Park property at any time.

9.9 Fueling of the race car is allowed in the paddock until the beginning of the race.

9.10 Once the race has started, fueling is not allowed in the paddock under any circumstances. All refueling must be done in the pit lane, no exceptions. 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.

10. PIT RULES

10.1 Reckless or negligent behavior by any driver or crew member, causing damage to themselves, equipment, pit surface, track, or other team's equipment or personnel, can result in harsh penalties.

If a crew member is injured during a pit stop the team may be automatically disqualified and the entire team may be ejected from the event and may be permanently ejected from ICSCC events. Teams are reminded to work VERY carefully.

10.2 There is a 35 mph speed limit in the pit lane for all cars, at all times, both entering and exiting the pit lane. There is no passing in the pit lane.

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

10.4 All teams are required to keep at least two gallons of water in an open bucket for fire suppression, at least one 10 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.

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

10.6 All crew members going into the 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.

10.7 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.

10.8 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. There will be no spectating from the hot pit lane allowed.

10.9 Any time any person is under a car, at least one jack stand must be in place under the car.

10.10 Cars exiting the pit lane must observe the 35 mph speed limit, until reaching the Entry Marshal. The Entry Marshal will manage each car's safe re-entry back onto the circuit.

11. REFUELING

11.1 The car's ignition must be turned off while refueling.

11.2 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.

11.3 No work may be performed on the car during refueling, except cleaning of the windshield and/or lights, unless work is ordered by an official. Removing tape from the lights is considered cleaning them. Taking tire temperatures or pressures, checking engine oil, etc..., is considered working on the car, and is not allowed.

11.4 Driver changes may take place during refueling.

11.5 There is no limit to the number of refueling crew members, but all crew members over the wall must perform a specific function. There will be no spectating from the pit lane allowed.

11.6 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.

11.7 During refueling, at least one crew member must be at the ready with a 10 lb. BC rated fire extinguisher in hand, pin removed, 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 and the crew member operating the dead man valve in the case of a fuel rig, wear the same safety equipment as the refueler, but this is not a requirement.

11.8 Gasoline spills will not be tolerated. A crew member must be in direct physical control of any and all fuel jugs on or over the wall, at all times. Any spill will incur a Stop and Go penalty, third and subsequent offenses increase to 5 Minute penalties.

12. GASOLINE

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

12.2 Except as stated in paragraph 12.6 for fuel rigs, a maximum of two (2) 11 gallon dump cans or jugs are allowed over the wall for a pit stop at any one time for Enduro (E) 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 Limited (L) class cars. Gasoline stored in the paddock area is to be placed as far away as possible from the pit lane, and must be stored away from spectator traffic. Please also take the time to see where your neighbors are storing their gasoline. Please be careful with placement of heaters, and/or cutting and welding activities.

12.3 Gasoline must be dispensed from approved containers. No pressurized vessels are permitted.

Enduro class cars (EU and ESR) may use dump cans or jugs, not to exceed (11) eleven gallons each. Approved fuel towers are also permitted.

Limited class cars (L1, L2 and L3) may only use standard 5 gallon Motorsport jugs, using a standard cap with an integrated fill hose with a maximum inside diameter of 1 inch, and a funnel if necessary. Vent hose inside or outside of can is not allowed, nor is enlarging the vent hole. For an email of a picture of the approved device, please email the Race Chair. There will be an example at Tech, your containers will be approved by tech and any tampering will be considered cheating. Limited class cars may not use any type of quick fill equipment, dump cans, or fuel towers. No dry break type utilities are allowed.

12.4 All dry break couplings on Enduro class cars, as well as those on any filler or vent hose, must comply with the dead man principle.

12.5 Standard 5 gallon fuel jug containers shall remain capped when not in use. The cap may include an integrated dispensing hose, so long as that hose is capped when not in use. Shut off valves are considered to be a functional cap.

12.6 Fuel rigs may have a maximum capacity of 65 gallons, and must be designed and constructed in such a way as to be stable when erected and full of gasoline. There must be a gravity type roll-over valve installed on any vent hose or pipe to prevent the spillage of gasoline in case of tipping. The single dispensing hose, or dual dispensing and vent hose configuration must be rated for use with gasoline, will be a maximum of 1-1/2 inches inside diameter, and a minimum of 10 feet long. An automatic shut off valve must be incorporated into both the outlet of the tank, and at the dispensing end of the hose or

hoses, that complies with the dead man principle in operation. The valves must completely shut off the flow of gasoline when manually released. Dry break male probes meet this requirement. The fuel rig may not be refilled as gasoline is being dispensed during a pit stop. Gasoline may only be transferred to the fuel rig by means of air, electric, or manual pumps only. No open transfer of gasoline to the fuel rig is permitted during the race.

13. RULES OF THE ROAD

13.1 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. All drivers are reminded that endurance races are long races, and as such, risky overtaking maneuvers and blocking are ill-advised, as they are also subject to penalty. Driver cooperation, AKA sportsmanship, especially among different classed cars, is strongly recommended and encouraged. Due to the significant potential disparity of speed between cars, slower cars are urged to point-by overtaking cars. If you happen to be in a slower car, do not change your racing line to assist faster cars in overtaking. Stay on your racing line, and be predictable. Faster cars will find a way to overtake safely. If you happen to be in a faster car, remember, this is a long race, please practice some patience.

13.2 Any car that is unable to maintain a minimum speed for whatever reason, that minimum speed to be determined by the Race Steward or Chairman, shall constitute a hazard, and will be black flagged.

13.3 **NO ANTIFREEZE** may be used during the RACE. This includes but is not limited to Glycol or Glycerol. Use of Coolant is grounds for immediate disqualification and we will be looking for it.

13.4 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.

13.5 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.

13.6 All in-car timing system transmitter beacons must be placed in a location determined by the Race Chairman and marked as the official transponder location. Any transmitter found outside of this area will be confiscated and not returned. Identify all transponders with name and phone number.

13.7 The recommended location to give pit signals to the drivers is the area before track out for pit lane.

13.8 This event is subject to noise regulation. The maximum measured sound threshold is 103dB measured at 50 ft. Any car exceeding 103db at 50 ft. at any time, will be shown the mechanical black flag. Report to the tech station for instructions if instructed to do so. If, in the judgment of the Steward, a legitimate correction attempt is made, the car will be allowed to re-enter the circuit. The second noise violation also requires a legitimate correction attempt before the car is once again allowed to re-enter the circuit. Successive noise violations may result in disqualification. Noise violations are cumulative during the race only.

13.9 Officials or workers may assist stalled or stuck cars by pushing. All cars disabled on the racing surface, or in otherwise unsafe locations may be pushed to a safe location, or towed, at Race Control's discretion. Cars that are towed will be returned to the impound area, or the team's paddock space, at the tow vehicle's discretion. Only the driver may make repairs outside the pit or paddock, provided the car is off the racing surface and in a safe area, or they may request a tow. Drivers may not refuel the car out on the circuit. Refueling during the race is allowed only in the pit lane. The timing and frequency of dispatch of the tow vehicle will be made at the sole discretion of Race Control.

14. FLAGS

14.1 Red Flag – During both Practice and Race

Using extreme caution, safely come to a complete stop in sight of a turn station, in a safe area on the edge of the racing surface. Stay in your car, keep all of your driving gear on, remain prepared to proceed, wait for instructions from officials. Do not move or get out of your car, unless there is an immediate life safety hazard. During Red Flag conditions, the circuit, the pit road and the paddock are all closed, unless otherwise instructed by an official. No work may be performed on any car during a red flag situation, including cars that were already in the pits or paddock before the red flag condition. Work on cars already in the pit or paddock must stop, except any work to mitigate or prevent an immediate life safety hazard. Once the hazard is mitigated, all work must stop.

14.2 Black Flag All – Practice

Reduce speed, no passing. The circuit is now closed until further notice. Work is permitted in the pits or paddock.

14.3 Black Flag All – Race

Reduce speed, no passing. Continue to Pit Lane coming to the attention of the track Entry Marshal. During Black Flag All – Race, the circuit, the pit road and the paddock are all closed, unless otherwise instructed by an official.

No work will be allowed on any car during a Black Flag All-Race, including cars already in the pits or paddock before the black flag all condition. Work on cars already in the pits or paddock must stop, except any work to mitigate or prevent an immediate life safety hazard. Once the hazard is mitigated, all work must stop.

14.4 Single Black Flag, and/or mechanical Black Flag (Meatball)

Exit the circuit at Pit Lane, and report to the technical inspection station/penalty box area to receive information or instructions.

14.5 Advisory Status Flag

For advisory purposes, the technical inspection station will display the appropriate flag indicating the current flag status of the race. For example, if the race is under a green flag, tech will be displaying a

green flag. If the race is under a full course caution, tech will be displaying double yellow flags, and so on. Any change in flag status will be accompanied by a 3 second air horn blast audible alert.

14.6 Full course caution with pace car

The pits and paddock are open, but cars exiting the pits may be held by the Entry Marshal in consultation with Race Control, to give safety workers intervals of clear traffic to safely and quickly resolve incidents.

15. FINISHING PROCEDURE

15.1 The overall race leader will be shown the checkered flag at the finish line as soon as possible after the official race time has elapsed. If the checkered flag is shown before the official race time has elapsed, the race will officially end at that time.

15.2 There is no lap minimum, everyone taking the Green Flag will have a finishing position.

15.3 The finishing order will be determined by the total number of laps completed by each car, and if on the same lap, by the order which they cross the finish line at the finish of the race.

16. PROTESTS

16.1 All protests must be submitted in writing to the Race Steward within 30 minutes of the posting of the provisional results. Each protest must be accompanied by \$100.00 U.S. funds payable to IRDC. The Race Steward will rule on all protests. The Steward's decision may be appealed to IRDC's Enduro Committee.

16.2 Protests requiring a tear down will be handled in accordance with ICSCC Competition Regulations 906 through 908, including any applicable required fees.

17. RESULTS

Provisional results will be posted as soon as possible at the conclusion of the race. If no protests are submitted within 30 minutes of the posting of the provisional results, the provisional results will become the official race results. If protests are submitted, race officials will work as quickly as possible to resolve them. The official results will be finalized when all protests are resolved. Your patience is appreciated.

18. TROPHIES

Trophies will be awarded on the following basis:

One to two in class; 1st place trophy.

Four in class; 1st and 2nd place trophy.

Five or more in class; 1st, 2nd and 3rd place trophy.

19. GATES

Please stop at the entrance gate booth and all persons sign the required waiver sheet on your way into the paddock. Failure to sign the required waiver may result in penalties. Gates are expected to stay open all weekend.

20. INFIELD

No people or motor vehicles allowed in the infield except for race workers.

20. PENALTIES

Infraction Minimum Penalty

Any one driver on team not attending drivers meeting Penalty Box: 5 min.

All drivers from a team fail to attend drivers meeting DSQ

Gasoline spills larger than 1 inch in diameter:

1st and 2nd offense: Penalty Box *Stop & Go.

3rd and subsequent offenses: Penalty Box *5 min.

Working on car during refueling: Penalty Box *5 min.

Improper attire on crew members over the wall: Penalty Box *Stop & Go.

L class cars changing more than one tire per pit stop in pit lane. Penalty Box *10 min.

(Note: tire changes are unrestricted in paddock)

L class cars changing one tire and rotating tires: Penalty Box *10 min.

Passing under the yellow flag

1st offense: Penalty Box *Stop & Go.

2nd offense: Penalty Box *5 min.

3rd offense: *DSQ

Unsafe driving – 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 pits: Penalty Box 5 min.

Pit Lane speed Violation (35mph): Penalty Box *Stop & Go.

Paddock speed Violation (15 mph): Penalty Box *Stop & Go

Working on car during Red / Black flag: Penalty Box *5 min.

NOISE: Race

1st violation *Warning + must work to resolve the problem.

2nd violation *Warning + must show the Steward what you did for repair.

3rd violation *Potential DSQ

Anyone injured during pit stop: *Potential DSQ

- Pit Captains will be notified as penalties occur.
- Scoring will be notified when penalties occur.
- The Race Steward reserves the right to disqualify any car if 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. The penalty box and meatball reporting location is at Pit Out – End of Pit Lane.

These Supplement Regulations may be changed without notice at the discretion of the race organizer.