



International Race Drivers Club
Presents the
“Mini Enduro featuring Japanese Touring Cars”

The MINI ENDURO FEATURING JAPANESE TOURING CARS is a one hour special feature race, held at the end of the day Saturday, July 21st 2013.

ELIGIBILITY: Licenses – ICSCC IRR/ARR, SCCA, CACC, FIA, ASN or NASA. Other licenses subject to ICSCC License Director approval. No novice license drivers.

ENTRY FEE: \$150.00 USD per car.

CLASSES: EO – AP, SPO, SPM, SPU, GT1, GT2, GT3, ITE, ST

E1 – BP, EIP, FIP, GTL, RS, AS

E2 – CP, DP, PRO3, ITS, PRO44, HIP

E3 – EP, FP, SM, CSM, H4, ITA

E4 – GP, HP, IP, CR, PRO7, ITB, ITC

FEATURE RACE RULES:

1. **MANDATORY FEATURE RACE DRIVER'S MEETING** will take place immediately following the regular mandatory Saturday driver's meeting. All MINI Enduro drivers must be in attendance.
2. Car numbers are assigned in order of entry.
3. Regular ICSCC rules apply, except as noted specifically below.
4. Entry fee is per car.
5. One or two drivers per car.
6. Qualifying per Group 8 qualifying session, either driver may qualify the car.
7. Pit lane speed limit is 35 mph. Pit lane begins at double cones and ends at re-entry official. Pit lane speed will be strictly enforced. One crew person is allowed "over the wall" to guide the driver into the pit stall. Pit stalls assignments correlate to qualifying position.
8. There is a mandatory pit stop required between 25 and 35 minutes elapsed time. Pit stops are permitted outside of the mandatory window, but do not count towards the mandatory stop. This window and procedure may be adjusted as required depending upon total number of entries.
 - a. For single driver cars, the car must come to a complete stop in the pit box before a 60 second timed hold begins or you may elect to exit the car, touch the front bumper, and re-enter the car to avoid the 60 second hold. The engine is not required to be shut off if no refueling is taking place. Once 60 seconds has elapsed, the car will be released by the timing official, however it is the driver's responsibility to leave the pit box safely in pit lane traffic.
 - b. For two driver cars, the car is permitted to leave the pit box as quickly as the driver exchange can be completed. There is no 60 second hold for two driver cars or single cars choosing to exit, touch the front bumper and re-enter.
9. Fueling is permitted, jugs or dump cans OK, no fuel towers. Any crew member having the potential to come into contact with fuel or fuel vapors during pit stops must be attired in safety gear equal to or greater than driver gear. A dedicated crew person with fire bottle required. Driver exchange assistant and windshield cleaning is permitted while fueling. No other work permitted while fueling. No limit to number of crew, however each crew person must have a specific function. Engines must be shut off during any refueling whether single or two driver cars.
10. Pit lane will close during Full Course Caution situations. If a FCC occurs during the mandatory pit stop window, the amount of time under FCC will be added to the end of the mandatory pit stop window. Pit lane will not re-open following a FCC until the entire field has taken the green on the restart.
11. No work of any kind is permitted under Black or Red flag situations. The race clock will continue to run.
12. Any car returning to the paddock will be considered to have withdrawn from the race and will not be permitted to re-enter the circuit.
13. Violation of any rule will result in a stop and go penalty assessed during green flag conditions, separate from any pit stop.