

California Sports Car Club, Region of SCCA
SUPPLEMENTARY ENDURO REGULATIONS
Sanction Numbers: TBD
Location/Date: California Speedway/June 6-8 2008

1. ENDURO EVENT:

The California Sports Car Club (Cal Club) Enduro is governed by the 2008 SCCA General Competition Rules and Category Specifications, "Fastrack" amendments, Cal Club region-only classes/rules, Cal Club 2008 Supplementary Regulations and these Enduro Supplementary Regulations. Should there be conflict on any non-safety related issue, the Supp Regs and Enduro Regs shall apply in that order

2. ENTRIES:

A. Single car entries will be allowed with a minimum of two drivers.

B. Multiple car entries (**Tag Team** entries) will be allowed with up to a maximum of 2 cars and at least one driver per car per team. All multiple car entries must use the same number. Tag Team cars must carry a bright orange "T" on the right front fender. All transponder numbers for each team must be recorded with timing and scoring and the run order for each car must be clearly indicated. There can be no team car substitutions after qualifying. Each Tag Team car entry must complete at least one race lap. If a Tag Team car breaks on track, the next team car may enter the course when the non running car is towed back to pit lane. If the car cannot be returned to pit lane, the next team car can enter the race after a ten minute delay. The ten minute time period starts from the time the car was first disabled. Tag teams are encouraged.

C. The event will be limited to 80 cars/teams.

3. ENTRY FEES:

\$210 per entry if the car is NOT participating in the Regional. Single (Saturday) Regional event drivers will be charged an additional \$125.00 per team to run in the enduro. Double Regional Drivers will be charged \$75 per team. Thus, if a car (or any tag team cars) have run the double regional they will pay \$75 to run as a team in the Enduro.

4. ACCEPTABLE LICENSES:

A. Acceptable competition licenses for this event will be: SCCA National, Regional, Novice Permits with completed school requirements; FIA grade A, B, & C; Canadian National grade A, or B. IMSA Professional; Grand Am and SCCA Pro; Mid-West Council; CASC National; ICSCC Conference. NOTE: FIA license holders from foreign countries must have a permission letter from their A.S.N. (issuing club) and a copy must be submitted with entry. Persons not holding an SCCA or other approved license are encouraged to enter via the waiver process which is found on the Cal Club website.

B. Competitors who do not possess the above licenses but wish to participate are strongly encouraged to do so. Such persons must apply for a waiver. Completing the necessary paper work accurately and fully is the key to success in the waiver process and persons not SCCA members are strongly encouraged to apply. Apply to the SoPac Divisional Licensing Administrator. A license waiver checklist may be downloaded from the Cal Club website at www.calclub.com.

C. All competitors must have a current SCCA membership in addition to an acceptable competition license.

D. Crew Persons supporting the Enduro teams must be SCCA members for insurance purposes. Discount weekend memberships are authorized to attend and work this event. They can be purchased for \$5.00 (to cover the cost of insurance) at event registration

5. ELIGIBLE CAR CLASSES:

The race is open to all closed wheel cars described in the class structure outlined in the 2008 Supplementary Regulations.

Enduro Classes

- i. Enduro Class 1: ASR, GT-1, GT-2, GT-3, SP, ITE, T1, AS, S2000, CS2000, CSR, DSR
- ii. Enduro Class 2: GT-4, GT-5, EP, ITS, ITA, S7, SRF, T2, RS, SGT2 HC, ITR
- iii. Enduro Class 3: FP, GP, HP, ITB, ITC, PRO7, SRX7, SM, SSB, SSC, 944
- iv. Enduro Class 4 SM, Pro 7 and SRX 7

The Enduro is a FUN event and no regional points will be awarded for the 2008 Enduro's. If any individual car class (i.e. HC, ITA etc) has more than 12 entries/teams, an additional Enduro Class will be created and trophies awarded.

Persons wishing to enter the event but with a car that is not already classified should identify themselves and their car as early as possible so that their vehicle might be placed in an "E" category that is most appropriate.

6. POINTS:

The Enduro will NOT count toward Regional points for the Regional Championship awards However, points will be counted for the regional enduro championship by E class.

7. RACE LENGTH:

The Enduro's will be a two or three hour events and race timing begins when the green flag is displayed and will end when the lead running car crosses the finish line at required time for the event

The Checkered Flag will signal the end of the race, not the total elapsed time.

8. RACE START:

Standard rolling starts will be used for all Enduro's for safety reasons.

9. GRID POSITIONS:

No Qualifying sessions will be held and grid positions will be determined by qualifying times posted on the fastest lap from the Saturday Race. Only one car from each team entered may qualify for grid position. More than one driver may qualify the car used for qualifying as long as the car does not enter the cold pits while making the driver change. Entrants who have not raced on Saturday will be started on the grid either with other cars about their same speed as determined by the opinion of the race chair / stewards and T and S or at the back of the field.

10. CAR NUMBERS:

Permanent Cal Club numbers will receive priority. Unused Permanent Cal Club numbers are released after the entry deadline date. Priority of non-permanent number assignments is determined by earliest receipt of entry.

11. TEAM/DRIVER REQUIREMENTS:

A. Team/Crew:

- i. Each team includes one (1) car and up to ten (10) personnel (including up to five drivers and crew).
- ii. Over-the-wall (working pits) crew **MUST** be SCCA members, weekend or regular, - and be over 16 years of age. All team members meeting these requirements will be issued pit credentials.
- iii. Crew license application forms are available at www.scca.org. They will also be available from the Club Office and/or at Registration.

B. Designated Team Representatives (DTR):

- i. Each team will designate one team member to serve as the team spokesperson pre-event, during the event and post-event. The DTR (or Entrant) will be the only one who can officially speak for the team. (An alternate can be named if the DTR is unavailable. It is highly recommended that the DTR have a thorough knowledge of the current GCR and Car Specs.) Only the DTR or Entrant may make changes to the crew list, etc. It is highly recommended that either or both make themselves available to their team during Registration hours. The DTR need not be a Cal Club nor SCCA member – but **MUST** register as a weekend member so as to be covered by insurance.
- ii. The DTR must report to Race Control the drivers of record and propose (the sequence of driver changes) for each car before the race on Saturday afternoon.

C. MANDATORY DRIVER'S MEETING: The DTR or Entrant and at least one driver from each team **MUST ATTEND THIS MEETING**. Roll will be called and a \$50 fee will be paid to the Workers Fund – bribes of adult beverages may be offered to the workers in lieu of the assessment of cash fees to be paid upon the conclusion of the actual race at the social event which follows.

12. ENTRY FORMS:

A. Each TEAM must complete a Team Entry form and EACH DRIVER must submit an Event Entry Form.

B. Team Entry, Crew Medical Forms and Driver Event Entry forms shall be mailed and/or faxed to: California Sports Car Club

18202 Cal Club Dr

Buttonwillow, CA 93206.

Phone number: 661 764-5945/Fax number: 661 764-5944.

Check payable to: California Sports Car Club.

VISA and MasterCard are accepted.

C. Entries received less than 7 days before the event will be charged a \$50 late fee.

13. REQUIRED DRIVERS/RESPONSIBILITIES:

A. A minimum of two and maximum of five drivers may be entered per Team. Drivers may not drive for more than one hour and 30 mins .

B. Officials will report any infractions to appropriate Steward for possible penalties.

C. After a pit stop following his/her driving shift, a driver or crew member must report immediately to Race Control, to report the name of the relieving driver currently in the car.

Failure to report driver changes may result in loss of finishing position or penalty as determined by the Stewards. Including those described in 11 C above.

14. CAR PREPARATION/TECH:

A. Preparation: Cars must be prepared to SCCA and/or Cal Club regional preparation specifications for their specific class. Annual Gear and Car Tech will be accepted.

B. Race Class Designation: The Official Race class designator (i.e., E1, E2, E3 or E4) must be displayed (right side up) on both sides of the vehicle *and must be a minimum of 6" tall with a 1" stroke. Class designators must be readable by the corner workers and Timing & Scoring.*

C. Tag Team cars must carry a bright orange "T" on the right front fender

D. Identification: Cars must conform to the requirements of the current GCR.

15. TRACK CONFIGURATION:

Same track as the regional runs on Saturday.

16. SAFETY:

A. Black Flag All: If an Enduro race is black-flagged all, cars must stop on the Start/Finish straight. The time clock will not stop. The re-start, if one occurs, will be according to the order of the cars on the straight as they stopped.

B. Pace Car: If the pace car is required during a race, Yellow Flags will be displayed at all corners and sign "PACE" will be displayed at Start/Finish along with a Yellow Flag. NO racing or passing is permitted and all cars should proceed at a reduced speed to bunch up the field and form a single file behind the pace car until it exits the track and the green flag is displayed at Start/Finish. Yellow Flags will be dropped when the pace car turns the lights off. The pace car will turn off its flashing lights prior to exiting the racetrack. Race cars will maintain their reduced speed and single file order until the green flag is displayed.

C. On Course Disabled Cars: Disabled cars on course will first be moved to a safe position and then towed into the pits (or behind) as soon as is safely possible.

17. PIT ASSIGNMENTS:

A. Pit spaces will be assigned if the Chief Steward determines that there is not sufficient space. In no instance may a Team use more than 20 feet for their pit space. Depending upon the track there may be limited space, and, sharing of pit spaces is highly encouraged (2 teams in one space, 3 teams in two spaces, etc.).

B. Please indicate on the Team Entry form which team(s) can share pit space. Every effort will be made to accommodate pit space requests.

C. Equipment and support vehicles will be allowed to begin staging in the pit area beginning as soon as the last of the last regional race has left the grid.

D. Racing cars must sharing the same pit areas must work together, to prevent conflict during the necessary overlap.

18. TIMING & SCORING:

- A. Cars will be timed and scored using the AMB Transponder system. All cars are required to have a working AMB Transponder unit.
- B. A limited number of transponders will be available for rental at the track.
- C. Cars whose numbers do not meet the approval of Timing and Scoring and/or do not have a working AMB Transponder at the beginning of the session will not be allowed to run.
- D. No track records will be recognized during this event. No additions or corrections to the results will be made after results are final per GCR.

19. PIT STOP PROCEDURES:

These rules will be strictly enforced. Infractions WILL incur a time penalty as determined by the Chief Steward. ***Pit Marshals will wear clothing which is designed for easy identification.***

A. Pit Stops:

- i. One pit stop is required for each Team although any number of additional pit stops may be utilized.
- ii. All pit stops, for single car or Tag Team cars, made in the hot pit lane are un-timed. Pit stops deemed to be made in an unsafe manner will be subject to penalty as generally described in 11 C above.
- iii. ONLY Tag Team cars are required to have a 5 minute pit stop when coming from the cold pits to the hot pits. This procedure will be enforced as follows:
 - a. *All Tag Team cars will be parked in a designated area in the cold pits east (before) the Start/Finish line.*
 - b. *When a Tag Team driver enters the hot pits at the completion of their driving stint they will proceed at a speed no greater than 30MPH to the designated location and enter the cold pits.*
 - c. *The Tag Team drivers leaving the race track will advise the Pit Marshall at the break in the wall that they have completed their current driving stint. The Pit Marshal will record the car and class number.*
 - d. *Once the Pit Marshal has recorded the Tag Team's car and class number the next co-driver will present himself to that very same Pit Marshall for entry onto the Track.*
 - e. *Tag Team cars going onto the track will be required to wait 5 minutes from the time they present themselves to the Pit Marshal before being allowed to proceed into the hot pits and onto the race track.*
 - f. *Any work necessary may be performed on a car in the cold pits. It must be done safely and in a manner consistent with the procedures used in the hot pits.*
 - g. *Failure to follow the procedure or attempting to leave prior to the required 5 minute time will result in a fine as generally described in 11 C above.*

B. All Tag Team cars shall pit BEFORE the Start/Finish line. All Tag Team cars not currently on track must be parked BEFORE the Start/Finish line in a designated cold pit area. All Tag Team cars must enter and leave the hot pits at a designated point east of (before) the Start/Finish line.

C. Any car crossing the Start/Finish line without proceeding directly on to the track after the completion of the pit stop will be **disqualified** unless it has withdrawn from the race and shall be subject to fine as described in 11 C above. If a car is moved behind the pit wall for any reason, it must re-enter the hot pit area through the same break in the wall.

D. Pit Speeds: Pit entry and exit will be at SLOW speeds no greater than 30MPH. Should a radar gun be available, pit speed will be enforced. If a radar gun is to be used, an announcement shall be made at the Driver's Meeting. Excessive pit speeds will NOT be tolerated. Any car which the Chief Steward determines to have used excessive pit **lane speeds will be black flagged and held for five minutes. This is clearly a safety issue and we are all responsible for insuring it is followed.**

E. There shall be an emergency lane left open along the hot pit wall AT ALL TIMES.

F. NO SMOKING in the pit area or any area where fuel is stored.

G. Signaling:

i. With the exception of one person to signal the incoming driver to his pit stall from the pit wall, no crew members are permitted over the wall until the car has come to a complete stop and engine is shut off.

ii. A single crew person may signal from the front straight wall. A pit board is recommended.

iii .Other than during re-fueling, a maximum of 5 (five) crew members (including the driver) may be over the wall at any time. Any crew member over the wall (other than during re-fueling) must be fully attired (closed toe shoes, long pants and shirt) for all pit stops. See 20 for Refueling Regulations.

H. Repairs:

i. Major car repairs must be performed behind the pit wall (in the cold pits/paddock), not in the hot pit lane. No welding is allowed in the working **area behind the wall. Any welding must be done away from the cold pits for safety reasons.**

ii. A minimum of two jack stands must be used when a crew member is under the car.

iii. Any crew violations (too many over wall, under car with no jack stands) will incur a stop-and-go penalty and a fine as described in 11 C. above.

I. Fire Extinguishers: Each team must have at least two (2) five pound or one (1) ten pound or larger fire extinguisher readily available.

J. Clean Up: All items brought in must be removed. This includes, but is not limited to, all construction materials, tape on pit walls, chairs, tires and litter.

20. REFUELING:

A. Refueling must be done in the racing (hot) pits with the engine off and the driver out of the car. The act of refueling begins when the refueler and equipment cross over the pit wall and ends when they pass back over the wall. There will be a maximum of four (4) crew members (**driver included if he or she is over the wall during refueling**), one manning a fire bottle. All refueling crew members must wear full Nomex driving gear per the GCR. A helmet and/or balaclava is **MANDATORY**.

B. REFUELING EQUIPMENT MUST BE SAFE. UNSAFE RE-FUELING EQUIPMENT WILL NOT BE PERMITTED. TECHNICAL AND SAFETY SCRUTINEERS WILL REPORT UNSAFE REFUELING PROCEDURES AND EQUIPMENT TO THE CHIEF STEWARD.

- C. A single drip pan may be used to capture fuel spills during refueling. The drip pan may not hold more than two quarts. Drip pan must be removed prior to car exiting the pits. Any spillage outside of the drip pan (even a drop) will incur a ONE (1) minute stop-and-go penalty which shall be imposed at the Black Flag Station. Approved blankets and other devices may also be used in conjunction with the drip pan to accomplish the same result. Drip pans and blankets must be carefully handled by the crew and fines will be assessed for careless handling. No blanket or drip pan may be left at the track. If you get it dirty, you take it home.
- D. **No work may occur on the car during refueling.** A driver may not be in the car while refueling.
- E. No work may occur on the car during a penalty stop or penalty hold.