

# SPORTS CAR CLUB OF B.C. DASH FOR CASH RULES

*Effective 2008*

**\$\$ PRIZE MONEY \$\$**: All entry fees will be pooled into a prize fund to be distributed as follows:

Each class will receive a portion of the total pool based on its percentage of entrants. The first three cars in each class will receive a percentage pay out of 50%, 30%, 20% of the class pool.

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**The more entries, the larger the class, THE BIGGER THE BUCKS!!!**

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For the distribution of POINTS AND MONEY, TWO or ONE car classes will not be permitted. Cars in such classes will be moved up one class until a minimum three-car class is created. However, TROPHIES may be distributed to two and one car classes at the organizer's discretion.

This will be a 60 minute **DASH for CASH** race with a timed 1 minute pit stop.

YOU MAY PIT AT **ANY TIME** - except: the First lap & the Last lap. Also a RED FLAG or BLACK FLAG pit stop does not count. You MAY pit during a local yellow and a full course yellow if it is safe to do so.

Standard pit lane speeds apply and you may be black flagged for a pit speed violation as per CACC.

If you do not pit for 60 seconds or if you pit on the first or last lap, you will get a 5 lap penalty.

Cars must be safety prepped to either CACC or ICSSC standards / classes and present a current log book at tech.

## **ELIGIBILITY**

These races are open to drivers holding current and valid SENIOR competition licences issued by CACC/ASN, ICSSC and SCCA. Other licences may be accepted at the discretion of the organizers.

## **CARS AND CLASSES**

Cars eligible are those conforming to safety regulations published by CACC/ASN, ICSSC or SCCA

P3 ICSSC Production or Improved Production, CACC/ASN or SCCA GT and showroom stock classes with engine displacement less than 1650cc.

P2 ICSSC Production or Improved Production, CACC/ASN or SCCA GT and showroom stock classes with engine displacement from 1650 to 2499cc. Rotary Engine – 12A = 2300cc

P1 ICSSC Production or Improved Production, CACC/ASN or SCCA GT and showroom stock classes with engine displacement 2500cc to 3500cc Rotary Engine – 13B = 2600cc

P0 ICSSC Production or Improved Production, CACC/ASN or SCCA GT and showroom stock classes with

engine displacement over 3500cc.

SR All other closed wheel cars, ie. Sports Racers

(Vintage cars will be classed by displacement and must conform to pertinent safety specifications.)

**Turbo-charged and super-charged engines** will be classified by multiplying their displacement by a factor of 1.4. will be classified by multiplying their displacement by a factor of 1.4.

Entrants are responsible for the **correct classification** of their cars. Mis-declaration of information on the entry form or technical inspection form will be cause for exclusion from the event. The entrant has the burden of proof of the car's eligibility for the class entered. It is not permitted to alter the car's specifications, after passing technical inspection, for the purpose of changing classes.

Cars may be **entered only in the class for which they are eligible**. In the event of insufficient entries in a class, the organizer will reclassify the cars to a higher *class* for the distribution of money and points. Smaller classes MAY be permitted for trophy distribution only.

Any entrant whose car is found to exceed a **noise level** declared in the supplemental regulation will be immediately required to reduce the sound output. If the sound violation occurs during practice or qualifying, the car will be flagged in, and repairs must be effected before returning to the track. Failure to correct the violation prior to the start of the race will result in the car being excluded from the race and replaced by the next alternate starter. All cars must be able to start the race emitting acceptable noise level. If the sound violation occurs during the race it must be corrected. The car may resume competition only after repairs are made.

**Car numbers** must be clearly displayed on at least the front and both sides of the car. High contrast colour numbers are mandatory. (i.e. black & white). must be clearly displayed on at least the front and both sides of the car. High contrast colour numbers are mandatory. (i.e. black & white).

**THE SCCBC RACE RULES COMMITTEE MAY, AT ANY TIME DURING THE EVENT, ORDER THE MECHANICAL INSPECTION AND VERIFICATION, AT THE OWNERS' EXPENSE, OF ANY CAR FOR THE PURPOSES OF ESTABLISHING ITS PLACEMENT WITHIN THESE CLASSES.**

## **LIGHTING**

All cars must be equipped with a minimum of two taillights (min. 5W) and two brake lights (min. 20W). Brake and taillights must be clearly visible from any angle to the rear of the car.

All cars must be equipped with a minimum of two and a maximum of four headlights or acceptable equivalent, and they must be no more than 100 watts (min. 55 watts) per light. For races that are to be run during daylight hours ONLY the mounting of headlights is the option of the entrant. However, if the 'LIGHTS' board is displayed at start/finish, headlights MUST be mounted and operational. No headlight may be aimed higher than permitted by highway regulations for a low beam headlight.

When cars are presented for technical inspection, all lights must be in working order. During the race at least one brake light must be operational. After the 'LIGHTS' board is displayed at start/finish a minimum of each type of light (head, tail, brake) must be operational. The 'LIGHTS' board may be displayed during day if the weather conditions warrant.

Sports racers are required to have a minimum of one high mount (at or very near top of roll hoop) headlight or driving light (min. 55 watts) working at all times, for the purpose of being seen by other competitors. This

forward facing light must be operational at all times.

Miss-aimed or inoperative lights will result in cars being 'MEATBALL' flagged off the track to make repairs.

## **FUEL TANKS**

All fuel carried in the car must be contained in one of:

- any safety fuel cell of a type approved by CACC/ASN, SCCA and ICSCC
- The original fuel tank must be in its original location. The filler must be in its original location. Any other changes to fuel tank assemblies must be approved at technical inspection.

Fuel tanks are not permitted in the driver/passenger compartment unless they are completely sealed from the driver by a metal bulkhead or container. If fuel filler is inside the driver compartment, the driver must be out of the car during refueling. Portable fuel tanks are not permitted in the car at any time.

The organizers reserve the right to disapprove of, and disallow, specific fuel tanks and/or their installation. All cars will have their fuel tank assemblies inspected.

Steel-to steel connections between the car and refueling device are not permitted. Refueling containers must be presented for approval at technical inspection.

## **PITS**

Pit and paddock spaces will be assigned to entrants on the basis of one pit per car. Please indicate when entering if side-by-side pits are required for team entries.

**SMOKING IS NOT PERMITTED IN THE PITS, OR IN THE PADDOCK BETWEEN THE LINES AT THE END OF EACH PADDOCK SPACE AND THE PIT RAIL OR IN THE PADDOCK SPACE OF ANY ENDURO ENTRANT.** Entrants must display an approved 'NO SMOKING' sign on their paddock space at the end furthest from the pit rail. These signs are the responsibility of the individual competitor.

Fuel in the assigned pit space must be in approved containers only, with a capacity of no more than 45 litres (11 U.S. gallons) each. Overhead refueling rigs will not be permitted. All fuel containers **MUST** be presented at technical inspection. Any large quantities of fuel (ie 45 gal/200 litre drums) must be kept in a safe location away from the hot pits and be secured to prevent spillage or tampering.

Once the race has begun all refueling must occur in the racing pits. Drivers may refuel track side if turn workers permit it to be done safely.

For a distance of one meter from the pit rail, a clear path, unobstructed by vehicles, walls, lights, people, etc. must be provided. Tools on a **SMALL** table, tires, spares, and no more than two fuel containers, with a capacity of not more than 45 litres (10 gal) each, may be placed along the hot pit side of the pit fence, to a distance of no more than one meter from the pit fence. The two fuel containers and tires may be placed alongside the pit rail just prior to each scheduled pit stop and must be immediately removed once the pit stop is completed. Tents may be placed up to the pit wall as long as the one-meter access is still provided. No chairs on the pit side of the fence, crew in pits must be alert at all times.

Only one support vehicle or motor home is permitted in the paddock per entry. Trailers must be parked in the parking lot, except that, if the entry's primary support vehicle is a trailer, then the attending car or truck must be removed from the paddock.

Pits must be clearly marked by the competitor by placing on the pit fence a number square containing their endurance racecar number.

Animals and unattended children are not permitted in the paddock

## **PIT CREWS**

Each entry shall have a clearly identified crew chief.

Crewmembers who are between the pit fence and the track must wear shirts with sleeves, shoes with no open toes and have their legs fully covered by long pants. It is highly recommended that persons refueling the car wear flame proof or flame retardant clothing.

Only persons with valid pit passes marked "CREW" or "DRIVER" or the appropriate "WRISTBAND" for the weekend are permitted track side of the pit rail.

## **PIT STOPS**

One mandatory pit stop in a three hour or less enduro is required. Minimum duration 60 seconds.

During pit stops a maximum of four persons may be over the pit rail. The driver may remain in the car with the engine running. In the case of driver changes, both drivers participating in the change may be over the pit rail but they may assist only in the driver change or they will be included in the number of persons working on the car.

Maximum speed in pit lane is 50kms or 30 mph.

Only one fuel container with a maximum capacity of 45 litres is permitted over the rail at a time.

It is not permitted to spill fuel in the pits or on the track surface (see PENALTIES), the use of drip pans, vent bottles, or discriminator valves, etc. is mandatory.

During pit stops, one person from each crew must be provided whose only duty shall be to hold a fire extinguisher of at least a 10BC rating. This person must render no assistance except in case of fire, this person will not be considered to be one of the four permitted over the pit rail.

Entry into the paddock to effect repairs to the car will not be considered as withdrawing from the race. There is no restriction on the number of persons who may work on a car while it is in the paddock. The car may not be refueled while it is in the paddock.

## **To prevent pit injuries**

During a pit stop, refueling can only take place if 2 of the vehicle's wheels are touching the ground. No crew member may be under the vehicle at the end of the car that fueling is taking place.

No crew member may be under vehicle without safety jack stands in place. If a major repair is required ( a crew member being under car for more than a few seconds) the team must take the car to the paddock.

A crew member may repair out board brakes and not be considered under the vehicle. Definition of someone being under a vehicle is - someone's legs, body or head are beneath the vehicle so if the vehicle was to fall, the vehicle will land on that person.

Any behavior or any procedure that endangers the safety of any one in or around the hot pits will be addressed by the Race Steward. Safety First!!

## **PIT SIGNALS/RADIOS**

Pit signals to drivers may be given only from the pit side of the concrete wall and the signaler may not loiter at the concrete wall after the signal has been shown.

The Clerk of the Course may order any radios that interfere with track communication to be turned off. Entrants must inform the organizers in writing if they intend to use FM radio communication.

## **BREAKDOWNS ON THE COURSE**

In the event that a car breaks down on the course and is unable to return to the pits under its own power, corner workers are permitted to move the car to the nearest "safe" location by pushing or towing. Cars may be towed back to the pits at the discretion of the steward. TBA before the start of the race.

If a car must be repaired or refueled anywhere other than the pits or paddock only one of the entered drivers may perform such repairs, the fuel spillage rule will apply for any such refueling. It is permitted for crew members to carry parts, tools or fuel to the spectator fence nearest the car's location but they may not cross the spectator fence or enter into a non-spectator area or assist in the repairs. Failure to comply with this rule will result in possible exclusion from the event.

## **RULES OF THE ROAD**

Due to the great disparity in the speed potential of the cars entered, drivers are urged to point by overtaking cars. Consistent failure to do so will result in a penalty for unsafe driving. Cars equipped with turn signals may use them to signal faster cars by with the same procedure as finger points (i.e.: left signal means pass me on the left).

Drivers overtaking a slower car have the responsibility to ensure that the pass is executed safely. Repeated passing on the side opposite that pointed to by the overtaken car will result in a penalty for unsafe driving.

Tire scrubbing on the pace lap or while following the pace car is only allowed on the front straight.

Emergency vehicles will travel on the right side of the track until they arrive at the scene of the incident.

If the pace car is necessary, the "PACE CAR" sign will be displayed at start/finish combined with standing yellow flags around the track, except at the incident location in which there will be waving yellow flags. Under pace car conditions, cars will proceed in single file, passing is not permitted except where directed by the starter or the pace car's driver or passenger. Drivers will be allowed to catch up to the group behind the pace car but they must do so at safe speed and without passing another competitor.

Pit stop may be made during full course yellow. When leaving the pits, the direction of the pit out marshal (starter) must be obeyed. If you don't beat the pace car out, you will be signaled out behind the last car in line. If you beat the pace car out, you are required to drive at a pace with the safety of all in mind and form up at the rear of the line behind the pace car.

The RED FLAG will be displayed as per current CACC rules or as per the Event Supplementary regulations.

Upon the waving of the red flag, all vehicle repairs will cease immediately whether the vehicle is in the hot

pits or the paddock. Crew members may continue to prepare to repair the vehicle but must not repair vehicle (can not touch vehicle with bodily parts or tools).

Following a pit stop drivers must check with the starter for any signals being displayed, and receive clearance to re-enter the track.

The speed limit in the paddock is 10 mph maximum. Excessive speed in the paddock is grounds for penalty for unsafe driving. This rule will also be applied to crew members driving vehicles, personal vehicles or any off road vehicles ie. ATV's.

No driver may drive for longer than three hours at one time and may resume driving only after taking a break of 30 minutes or more. During a shorter race one driver may drive the complete distance BUT it is MANDATORY that the car make a minimum 60 second STOP in the pits at some time during the race. The team crew chief must notify the pit marshals, and through them the Clerk of the Course, that such a stop is being made in compliance with this rule if NO OTHER pit stops have been made during the race.

The team crew chief must notify the pit marshals and through them the Clerk of the Course of all driver changes, no later than 15 minutes after the driver change has taken place.

## STARTING POSITIONS

A maximum number of entries is to be set by organizers.

A maximum number of starters will be determined by the organizers. Alternates will be allowed.

A car incapable of qualifying at a lap time to be determined by the Officials will not be allowed to start. The organizers/officials may refuse any entry, or the start of any entry if they are deemed to be too slow compared to the balance of the field.

Grid positions will be allocated according to qualifying times (fastest to the front). If qualifying times are not available a random draw of car numbers will be used to determine grid positions.

All cars must be in position on the pre-grid with their engines off 5 minutes before the scheduled start of the race (the five-minute warning). Cars that miss the 5-minute warning will be placed at the back of the grid.

Cars unable to take the green flag will be replaced by the next alternate starter(s).

## STARTING POSITIONS

Grid positions determined by qualifying times (Fastest to front and slowest to rear).

Cars must be in position on grid five minutes before start of race. Penalties will be assessed for failure to be on grid on time.

## GENERAL

Entrants are responsible for their crew's conduct. An entry may be excluded if any member of that crew is seen or suspected of consuming alcohol, illegal drugs, or to be under the influence of either substance. Further exclusion will result if the crew is deemed guilty of rowdy or unsportsman-like behaviour. These constraints also apply to the driver/entrant.

Gasoline, oil and compressed air are not available. Please make your own arrangements.

Attendance at the Drivers' Meeting is mandatory, failure to attend will result in penalties being assessed to the entry.

At the discretion of the stewards, if a car is involved in an incident resulting in damage to the car, the driver must report to the course physician prior to returning to competition. The car must be presented to the Technical Inspectors prior to returning to the track

In the event of a red flag situation, it is not permitted to perform any work on cars whether on the track or in the pits or paddock.

If the race is stopped by a red flag the Clerk of the Course may, at his sole discretion, shorten the race time or declare the race officially over if more than 50% of the race was completed before the red flag fell.

Protest must be made in writing to the Clerk and be accompanied by a protest fee of \$50.00 payable to SCCBC. Protests must be submitted within 30 minutes of the posting of results.

(All other details regarding protesting will be patterned after the CACC/ASN. GCR's and RACE REGULATIONS and will be administered by the Endurance Race Committee rather than a ASN steward. Note in particular that protests on car eligibility must be handed in one hour before the start of the race.)

The checkered flag will be displayed to the leader at the end of the prescribed elapsed time for the race. If the checkered flag is accidentally displayed early the race will be over officially at that moment. If the checkered flag is displayed after the prescribed time limit, the race will end officially at the prescribed time limit, the results will be calculated on the basis of laps completed at that time.

To qualify as a finisher, cars must cross the finish line within five minutes of the checkered flag, do so under their own engine power and complete at least 50% of the laps credited to the winner of the class. Car must finish under its *own* power, ie. no starter motors or crew pushing.

Finishing order will be determined by the total number of laps completed and by order of crossing the finish line after the official finish.

Provisional results will be posted on the bulletin board *{in the driver services area}* near registration as soon as possible after the official finish of the race. If not protested within the prescribed time period the results will be declared official and will be the basis for awarding points and prizes.

The Clerk of the Course may order the removal or exclusion of an entry if he feels that its continued participation presents a hazard whether by reason of mechanical condition or the manner in which it is being driven, or the actions of crew or entrant.

## **PENALTIES**

Penalties for infractions will be assessed to entries on the following basis:

- "Infraction" means the violation of regulations or procedures.
- "Laps" means the MINIMUM number of laps that will be deducted from the total number completed to calculate finishing position
- "Exclusion" means the entry is to be excluded or removed from the track and deleted from the results..

## INFRACTION & PENALTIES

| Infraction   | Penalty   |
|--|-----------|
| for each driver not attending drivers' meeting                               | 5 laps    |
| all drivers from an entry missing drivers' meeting (at steward's discretion) | exclusion |
| answering roll call for missing driver                                       | Exclusion |
| <b>Fuel spillage:</b>  |           |
| 1 <sup>st</sup> offense  | warning   |
| 2 <sup>nd</sup> offense  | 3 laps    |
| 3 <sup>rd</sup> offense  | exclusion |
| <b>Unsafe driving or unsafe pit work:</b>                                    |           |
| ...  | ...       |
| 1 <sup>st</sup> offense  | 5 laps    |
| 2 <sup>nd</sup> offense  | exclusion |
| Refueling in the paddock after the start of the race                         | 10 laps   |
| No number board displayed on pit wall  | 3 laps    |
| no NO SMOKING signs displayed  | 5 laps    |
| <b>No notification of driver change</b>                                      |           |
| ...  | ...       |
| 1 <sup>st</sup> offense  | Warning   |
| 2 <sup>nd</sup> offense  | 5 laps    |
| <b>Any team found breaking NO SMOKING regulations</b>                        |           |
| ...  | ...       |
| 1 <sup>st</sup> offense  | 10 laps   |
| 2 <sup>nd</sup> offense  | exclusion |

Crew chief will be notified as soon as possible after penalties have been assessed. Notwithstanding the above penalty schedule or any other rule, the Clerk of the Course or rules committee may, at his/her exclusive option, increase penalties or order the removal or exclusion of an entry where the offense is considered to be flagrant.

## INTERPRETATION OF RULES

This is a guideline. The SCCBC Race Committee, event Steward and/or their designated appointees have the final jurisdiction governing these rules. Safety is always the number one consideration.