



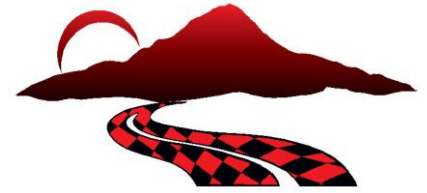
Team Continental

Announces

German Touring Endurance Challenge

Featuring Pros vs. Joes

May 23, 2015



The PROs vs. JOEs German Touring Car Challenge is a one hour special feature race event for German built race cars, held at the end of the day Saturday, May 23, 2015.

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: \$125.00 USD per car and first entry, \$25.00 USD per each additional driver.

CLASSES: Enter in SPECIAL RACE GROUP 8 for the following classes:

- ULT (Unlimited touring Class including all closed wheel)
- PRO3 (PRO3 Class rules)
- Spec E46 (Spec E46 Class rules)
- PRO44 (PRO44 Class rules)

Trophies awarded to 1st, 2nd, and 3rd in class.



SPECIAL RACE RULES:

- 1) **MANDATORY GTEC DRIVER'S MEETING** will take place immediately following the regular Saturday driver's meeting. All GTCC drivers must be in attendance.
- 2) Regular ICSCC rules apply, except as noted specifically below. ICSCC steward has oversight over all rules.
- 3) Entry fee is per driver.
- 4) Qualifying shall be determined by a 10 min qualifying time set by Group 8.
- 5) The starting grid of the race will be a grouped class start. Grouping will be by class, then by qualifying time. Lead group will be ULT followed by Spec E46, Pro3, PRO44. All cars that fail to post a qualifying time but entered the ICSCC event will be gridded at the back of the field not class.
- 6) Pit lane speed limit is 30 mph.
- 7) There is a mandatory pit stop required between 25 and 35 minutes elapsed time. For single driver cars, the car must come to a complete stop with the engine shut off in the pit box before a single driver may perform a mock driver change. A Mock driver change will consist of the driver exiting the car, touching the forward most leading edge of the hood of the car, and then returning to the car. For two driver cars, the engine must be shut off before a driver exchange may take place. The car is permitted to leave the pit box as quickly as the driver exchange can be completed. Pit stops are allowed outside of the mandatory window, but do not count towards the mandatory stop.
- 8) No one under 18 allowed in pit lane.
- 9) Fueling is permitted, no fuel towers, one dedicated crew person with fire bottle required. Crew members involved with actual fueling must be attired equal to or greater than the drivers fire protection. It is suggested that fire bottle crew person be attired equal to or greater than driver, but that is not a requirement. Driver exchange, assistant, windshield cleaning permitted while fueling. No other work permitted while fueling. No limit to number of crew, however each crew person must have a specific function.
- 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 course proceeding 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 endurance rules will result in a 3 min stop and go penalty, assessed during green flag conditions.