



## 2011 Autobahn Enduro Series

### Description

The 2011 Autobahn Enduro Series will be made up of 5 races of varying lengths, most of which will be shared events in conjunction with visiting sanctioning bodies. Rules for each of these races will vary depending on the ruling organization of the event, please check each group's rules for specifics. Autobahn organized races will be conducted according to the rules listed here.

### Driver Eligibility

All Autobahn Members who have a current racing license with Autobahn Country Club or another accepted racing organization such as SCCA, Midwest Council, Grand-Am etc. are eligible. To check the status of driver eligibility please contact Tom Bagley. Guest drivers are allowed during select events only and must be able to present an approved competition license.

### Eligible Cars

All closed wheel race cars with adequate safety equipment. Formula cars and sports racers are not eligible. To check the eligibility or the classification of your car, please contact Mike Gritter. All cars must have a completed tech sheet on file and display a Member Racing tech sticker on each side of the car. All cars must have an AMB transponder attached to the car.

### 2011 Schedule

May 20	2.5 Hours	North Track	Autobahn members only
June 11	3 hours	Full Track	w/ Midwestern Council, Autobahn License accepted
July 8	3 Hours	Full Track	with NASA, must be NASA licensed
September 16	4 Hours	Full Track	with NASA, must be NASA licensed
October 17		Road America	NASA (points count for Autobahn series)
October 29	6 Hours	South Track	Guest drivers eligible, must have one Autobahn Member driver per team

## Registration

To register for Autobahn organized races please send an email to [mikegritter@autobahncc.com](mailto:mikegritter@autobahncc.com) including the following information.

### Drivers Names

1. \_\_\_\_\_ (Team Captain)
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_

### Car information:

Make \_\_\_\_\_

Model \_\_\_\_\_

Color \_\_\_\_\_

Car # \_\_\_\_\_

Transponder # \_\_\_\_\_

Class \_\_\_\_\_

Registration deadline is 5:00 pm the day before the race.

Drivers who have not raced in an Autobahn Member Race are highly encouraged to submit registration early to avoid any issues.

Entry fees will vary per race and will be charged to the team captain unless other arrangements have been made. It is highly recommended that guest driver information be submitted well before the deadline to assure eligibility. If insufficient time is not allowed to approve guest drivers they may be denied participation in the event.

Entries must include ALL drivers, car number, description, and race group. If any person is found to have driven a car on course without being properly registered, the entire team will be subject to penalties, which may include exclusion from the event.

If a driver participates in more than one car per race, that driver shall only be awarded points for the finishing position of one car.

**Entry for all other races should be done through the ruling sanctioning body.**

## Classes

Cars will be divided into 4 classes. Each team must declare which class they are entering. Many SCCA and NASA classifications are listed as a reference. Any cars that cannot be classified using these standards will be assigned a class by the Chief Steward. The Chief Steward reserves the right to move cars into a different class if deemed necessary.

<u>Enduro Class</u>	<u>SCCA NASA and other equivalent class</u>
Group 1	GT1, GT2, GT3, GTA, ASA, GS, STO
Group 2	T1, Spec. Cayman, Lotus 211
Group 3	T2, T3, AS, MX5-Cup, GP, ITS, AI, ITA
Group 4	Spec. Miata

A team may not substitute another car without prior approval from the Race Director. If a substitute car is allowed it must start from the rear of the field according to the Race Director's instructions.

## Spec. Miata Class rules

The Spec. Miata class will be allowed to run any DOT tire and is not restricted to the TOYO RA1. The car will be weighed without driver; the minimum weight will be the normal required weight for the model year minus 180 pounds.

Model Year	Weight
90-93	2095
94-97	2185
99-00	2270

Please pay particular attention to the rules of other sanctioning bodies. Miatas may run with the NASA E3 group and abide by E3 rules while still gaining points for an Autobahn Spec. Miata class championship.

## Car Numbers

Duplicate car numbers have not been an issue in the past, however the Race Director reserves the right to ask a team to change its number if the race staff has trouble distinguishing between two cars. Car numbers may be reserved for future use if desired.

## Pit Spaces

Pit spaces will be chosen by the teams in order of entry the day of the race. Accommodations will be made for pit crews that may need to assist multiple teams. In this case, the crew shall pick all the needed space according to the first team entry it is servicing. Permanent markings shall not be allowed in pit spaces, please remove all temporary markings at the conclusion of the race. Teams that are not present at assignment time will be passed over, those teams will then be assigned space on a first come-first serve basis. Certain pit spaces will be

reserved for official use. Each pit space must have a fully charged 5 lb. or larger ABC rated fire extinguisher. Pit spaces may be shared by more than one team but only one car will be allowed to occupy a single pit space at any time. There will be no sharing of required pit equipment; each car on pit lane must have its own required safety equipment dedicated solely for that car during the entirety of the pit stop.

### **Pit Stops**

There will be no mandatory time requirement for pit stops or mandatory number of stops. Any violations of the pit stop rules or actions determined by Race Officials to be unsafe may result in a loss of laps or disqualification.

### **Pit Speed Limit**

The pit lane speed limit is 30mph. Cones will be placed at the beginning and end of pit lane to indicate the speed limit zone.

### **Pit Lane Safety**

Crew members must remain behind the cold pit lane guardrail at all times until the car is in the pit box. One crewmember is allowed to be behind the trackside guardrail only for the purpose of signaling to a driver. This crew member may only be in the position when necessary. At all other times they must be on the "cold pit" side of the guardrail. No spectators are allowed in pit lane.

### **Paddock Safety**

The speed limit in the paddock is 15mph. Any car exceeding the paddock speed limit may be subject to penalties.

### **Refueling**

Extreme caution must be used while refueling. Spills or dangerous actions will not be tolerated. All cars must place a large catch pan or absorbent pad to catch all accidental spills. All catch pan spills must be returned to closed containers. A fuel spill not contained in a catch pan or absorbent pad will result in a penalty.

All refuelers must wear the same safety equipment required for the driver (except a head and neck restraint system), this includes suit, helmet, gloves and shoes. Please check Members Racing Rulebook for specifics. All refuelers using an open face helmet must wear a balaclava whether they have facial hair or not. Any over-the-wall crew member that comes in contact with any refueling device will be considered another refueler and must have the proper attire. One crew member must be holding a fire extinguisher (min. 5 lb.) during the complete refueling process. This crew member should be standing 6 feet away from the refueler so as not to be involved in a flash fire and must be ready to put out a possible fire (may be on cold pit side of guardrail if all other requirements are met).

Driver changes may take place during refueling. No other work may be performed while refueling is taking place; this includes checking tire temperatures and/ or cleaning windows. All crew members and drivers must remain alert and ready for any flash fires. The process of refueling is considered to be from the time the fuel cap (or any type of valve) is removed (or opened) from

the car to the time it has been secured (or closed). The intent of this rule is to insure that drivers and crew members remain alert any time that refueling is taking place.

Fuel is not allowed over the wall until the car comes to a complete stop. This includes fuel jugs, funnels and catch pans.

All refueling must be done with the use of standard 5 gallon gas containers. The use of funnels, hoses, threaded connectors and other similar basic hardware is generally acceptable provided it is used in a safe manner. Any other refueling methods (specialized nozzles, dry-break, fuel rigs) must be pre-approved.

Common sense should be used in the storage of any fuel in pit lane. Race Officials have the right to ask any team to modify or remove any fuel storage methods at any point during the event. All fuel containers shall remain capped when not in use. Shut off valves are considered an acceptable cap.

No smoking or open flames are allowed in pit lane. Race officials must approve any repairs that may present a fire hazard.

All refueling must take place on pit lane.

### **Work during Pit Stops**

While work is being performed on pit lane, teams must make a reasonable effort to keep all crew and equipment within a single pit box. No more than 6 team members may be over the wall at any time, including drivers. Tire changes and other routine work or minor repairs are allowed during pit stops. Any work that may cause a spark, such as grinding or welding is not allowed in pit lane and must be done in the paddock. Jack stands must be used if any crewmember is to work under the car.

**If a crew member is injured during a pit stop the entire team may be disqualified from the event.**

### **Full Course Yellows**

The pits will be closed during full course yellows. A red board with a large "P" will be displayed at the last corner station before pit in indicating the pits are closed. If a driver enters pit lane while the pits are closed, the driver has three options.

1. Continue through pit lane at 30 mph and merge with the field upon reentering the track.
2. Stop in the teams pit stall and do no work until the end of the full course yellow. The driver may not exit the car (unless it is an emergency) and the team shall not work on the car.
3. Proceed to the paddock where work may be performed (unless the course changes to a red flag condition). If the driver returns to pit lane before the full course yellow is lifted the car must stop in the teams pit space and remain there until the full course yellow condition is lifted.

### **Red Flags**

If a red flag condition exists on the course, all work in the pits, including refueling must be stopped. Cars may enter the paddock during a red flag situation but work may not begin on the car

until the course condition changes. Cars that are already in the paddock when a red flag condition begins may continue to work the car but may not return to pit lane until the course is changed.

### **Repairs on Course**

Work may be performed on a disabled car that is on course provided it is in a safe location (behind guardrail). This does not include refueling or changing usable tires. Tires that have had a failure of some sort may be changed. Officials may ask to see the failed tire however. The car may re-enter the race course only at the direction of a race official.

### **Night Racing**

If the race may run past dusk, brake lights (as usual), headlights, and taillights are mandatory. It is highly recommended that each car have at least two headlights, two taillights, and two brake lights. In the event that one light fails, the car will not be black flagged providing that there is at least one sufficiently working light of each type. Any number of additional driving lights may be added to the car providing that they illuminate in the forward direction. However, if the Race Director deems any lights to be excessive and/or a hazard, the car may be black flagged. In this situation the team will have three choices when pitted: 1) The offending lights must be removed, or 2) the team can retire from the race, or 3) the Race Director will disable the offending lights by whatever means necessary that is agreeable to the team. Roof-mounted lights are not allowed. Using colored lights to identify the team's car at night is permitted providing that the lights and colors do not confuse other drivers (e.g. no white light to the rear). No flashing or blinking lights are allowed.

### **The Finish**

The race may end when the allotted time has expired or at a designated clock time as stated by the officials before the race begins. Official time will not stop during any red flag situations.

The overall winner will be the car that has completed the most laps whether or not it is running at the end of the race. If two cars have completed the same number of laps the car that crossed the finish line first will be declared the winner.

A winner for each class will also be declared using the same methods.

Provisional results will be announced soon after the race. Results are not official until declared so by the Chief Steward.

## **Championship**

At the end of the season an overall champion will be declared as well as champions for individual classes that have a minimum number of entries. The overall champion may gather points in multiple classes over the course of the season.