

Autobahn Members Racing Series

2010
Competition Rules



Autobahn Country Club is proud to present the Autobahn Members Racing Series. This series is intended to give the Autobahn Members a safe, fun, and fair environment to compete in motorsports activities that go beyond just the normal lapping sessions. All motorsports events should be considered dangerous. Property damage and/or personal harm are real possibilities. In an effort to reduce these possibilities this rule book has been created as a guideline for both the competitors and officials. It is intended to be used as a reference guide when needed, however good sportsmanship and fair play are to be expected and it should be interpreted with "spirit of intent". The interpretations of all rules shall be solely determined by the officials and their judgment will be final.

There are several classes to choose from. The most experienced as well as those who have never competed in a motorsports event should all feel welcome and find a class that will get the adrenaline flowing. In the end it is our hope that a sense of comradery and some lasting memories can be shared by all.

Current Classes Available

The Autobahn Chase Race Series
Enduro Race Series
Spec. Miata Cup
GT Challenge
Spec. Racer Ford (O group)

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For Rules and Entry Information

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1. Track Operations Staff Authority

The Autobahn Track Operations staff and the owners of Autobahn Country Club shall be the authority for control over all racing competitions within the Autobahn Members Racing Series. From here on they will be referred to as the Race Stewards. This rulebook has been established by the stewards and shall be referred to in all decisions. The stewards may revise this rulebook at any time. Any updates to the rules will be sent via E-mail to all the participants and also posted in a visible location in the clubhouse. All rule changes will be considered effective immediately unless otherwise noted. All rules within this book should be interpreted with logic and "spirit of intent." Any input from a participant will be considered, however the interpretations by the stewards and their decisions will be considered final.

2. Officials and their Duties

Each racing event will have a staff appointed, whose duty it shall be to direct the control of the event.

These may include the following:

- Chief Steward
- Steward of Safety
- Race Control
- Grid Chief
- Starter
- Chief of Timing and Scoring
- Chief of Technical Inspection
- Corner Marshalls

Not every position needs to be filled for every event and it is acceptable for one person to fill more than one role.

2.1. Chief Steward

The Chief Steward shall be responsible for the general operations of the event. The Chief Steward has the ability to impose any penalties it deems appropriate in order to keep the racing series both safe and fair. This includes but is not limited to the reduction of points, exclusion from events, or the revoking of a racing license.

The Chief Stewards responsibilities shall include:

- Generate all event schedules and make any adjustments to the schedule during an event as is necessary
- Determine if there has been any rules infractions
- Consider if any classes should be combined or split into two or more groups
- Assure no racing event starts until all necessary equipment and personnel are in place
- Gather all reports of misconduct on or off the track
- Determine the length of all races
- Accept all entry forms

The Chief Steward has the authority to disqualify a car, remove a tech inspection sticker, disallow qualifying times, direct cars to be impounded at any time, and impose time, lap, event points, or position penalties.

The Chief Steward may also impose penalties against a driver who presents a safety hazard or does not conduct his actions according to the spirit of good sportsmanship.

The Chief Steward shall also review any reports from Race Control, Steward of Safety, Corner Marshalls, or participants. He/she should be familiar with all track personnel and shall take into consideration the experience and skill level of all such personnel when making a judgment.

2.2. Competition License Steward

The Competition License Steward shall be responsible for the issuance of all Autobahn Racing/Instructor licenses. This shall include the collection of all necessary forms including Medical Exam forms. The Competition License Steward shall maintain current information on all licensed drivers and shall provide the Chief Steward with an accurate list of all drivers eligible to compete. The Competition License Steward shall have the authority to deem drivers ineligible to compete if all the requirements have not been met. All licensing decisions made by the Competition License Steward shall be considered final.

2.3. Steward of Safety

The Autobahn Safety Team member who has been designated crew chief for the day shall be considered the Steward of Safety. The SoS shall be responsible for assuring all safety personnel are in proper position for racing to be conducted. The SoS shall report any actions that he/she deems to be a compromise of safety to the Chief Steward.

2.4. Race Control

Race Control shall be responsible for the proper actions of the Flagging and Communications team. This person shall work directly under the Chief Steward to determine any condition that may affect the outcome of the race.

2.5. Grid Chief

The Grid Chief shall assist all those present on the grid. This includes guiding drivers to their proper grid positions, informing drivers of any information they may need, and assisting the Chief Steward or Race Control with anything they may request.

2.6. Starter

The Starter will work directly under Race Control and will be positioned on the starter stand. The Starter will determine when to start a race with a waving green flag under the direction of Race Control or the Chief Steward. Once a race has been started the starter shall assume the duties of a Corner Marshall.

2.7. Chief of Timing and Scoring

The Chief of Timing and Scoring shall be responsible for the accurate timing of all event sessions. He/she shall be familiar with the AMB system used by Autobahn, and shall deliver all results to the Chief Steward. The Chief of T&S may also be required to post all results for public viewing. If a public address announcer is present the Chief of T&S shall provide any information requested as soon as reasonable.

2.8. Technical Inspector

The Technical Inspector shall ascertain that all cars are compliant with the rules that govern the class that it has been entered in. Any cars that have been determined not to conform to the rules shall be reported to the Chief Steward. The Technical

Inspector shall conduct pre or post qualifying/race inspections at the request of the Chief Steward.

2.9. Corner Marshall

Corner Marshalls are to perform all duties of the Flagging and Communications team.

They shall work directly under the command of Race Control. They shall observe all drivers actions and report any reckless driving. Any car to car contact or car to guardrail contact shall require a written report to be given to Race Control.

3. Competition Licensing

An Autobahn Racing License will be required to compete in all classes with the exception of the Chase Race events. This has been implemented to ensure that all participants are familiar with the rules and situations that can arise in a racing environment. A physical examination form is required. The examination date must be no more than three months prior to the date of application. A current application form must be submitted every 5 years for drivers under age 35; every two years for drivers 36-59; and every year for drivers over age 60.

For more details, please contact Tom Bagley (Competition License Steward) at Tom.Bagley@drivefastbesafe.com or 815-722-2223 x226

3.1. Competition License Categories

There are four categories of license available at Autobahn Country Club.

1. Provisional License
2. Level 1 License
3. Level 2 License
4. Instructor License

All licenses require training and lapping experience, or a license from another recognized racing organization.

3.1.1. Provisional ABCC Competition License

The Provisional ABCC License will be issued to drivers who have adequate training and lapping experience, but little or no racing experience. The Provisional ABCC Licensed driver will be rated after each race for safety and consistency. After two consecutive races, the license may be upgraded to a Level 1 ABCC License. If a Provisional ABCC driver is determined to be the cause of an on-track incident, his/her licensed may be revoked for the remainder of the season by the Competition License Steward. All drivers using a Provisional ABCC Competition License shall place an "X" of tape in a highly visible contrasting color on the rear of the car. This may only be removed when the driver has been approved to upgrade to a Level 1 License.

3.1.2. Level 1 ABCC Competition License

The Level 1 ABCC License shall be issued to drivers who have adequate training and limited racing experience or the equivalent of a SCCA Regional Competition License from a recognized racing organization. After successively competing in five races, without incident, the drivers' license may be upgraded to a Level 2 ABCC License. If a Level 1 ABCC Licensed driver is determined to be the cause of an on-track incident, he/she may have their licensed downgraded to a Provisional ABCC License by the Licensing Committee.

3.1.3. Level 2 ABCC Competition License

The Level 2 ABCC License will be issued to drivers with extensive racing experience, after successfully and safely completing eight races with a Level 1 ABCC License or hold a SCCA National Competition or equivalent. If a Level 2 ABCC Licensed driver is determined to be the cause of an on-track incident, he/she may have their licensed downgraded to a Level 1 ABCC License by the Licensing Committee.

3.1.4. Competition Instructor License

An ABCC Instructor License is reserved for ABCC Level 2 License qualified drivers, after additional training and testing relative to instruction capability.

A Driving Instructor License is also available for non-competition instructing. Please consult with the Competition License Steward for details.

4. Entering an Event

4.1. Entry Fees

To stage racing events, certain additional costs are involved. These include additional insurance, worker wages, ambulance on premises, specialty equipment that may be needed and more. To offset these costs, some classes will be required to pay an entry fee. These fees are intended to cover the additional costs that are above a normal lapping day. These fees may be adjusted as costs change or as the number of participants change.

4.2. Entry Forms

ALL ENTRIES MUST BE RECEIVED BY 5:00PM. THE DAY PRIOR TO A RACE.

Late entries shall start at the rear of the field.

A driver must Email, fax or contact the Chief Steward to be entered in an event. Participants may not enter an event until the conclusion of the previous event.

All entries should forwarded to Mike Gritter

Email Mike.gritter@drivefastbesafe.com

Fax 815-553-0898

Office 815-823-8587

5. Conduct

All drivers and their crew members participating in an event shall conduct themselves according to the highest standards of behavior and sportsmanship. This includes their interaction with all competitors, officials, Autobahn employees, and all Autobahn members and their guests who may or may not be participating in the track events. All Autobahn Country Club rules in the member handbook shall apply at all times.

Any driver who is involved in an incident with another car or any barrier shall follow the instructions of the Safety Team without question and will not be allowed to return to competition without the approval of the Steward of Safety.

Failure to abide by these rules may result in penalties and or expulsion from the event.

5.1 On Track Conduct

The Autobahn Members Racing Series is intended to be fun and safe. With that in mind, good sportsmanship will be highly valued. Driver conduct will be observed during all practice, qualifying, and race sessions. All passes should be clean and well executed. Forcing a competitor from the track or leaning against them to gain position is not acceptable. Passes which jeopardize a driver or car will not be tolerated whether the position in contention is for 1st or 15th. Sufficient racing room, defined as the ability to continue on course with four wheels on the racing surface, must be provided between any groups of cars on track. This does not give a driver the right to “dive bomb” a competitor into a corner knowing that he/she should give room. During the race, any advantage or position gained during an off course excursion (four wheels off of the racing surface) must be relinquished. Any reported shortcut or off course excursion that, in the opinion of the Officials, improves a driver’s position during the race will result in penalties. Car to car contact, will result in a review and possible penalty. Accidents do happen in motorsports, the intention is to minimize the danger and expense involved in racing.

All drivers involved in any contact with either another car or with any barrier must report to the Safety Team and Chief Steward. Both drivers will be solely responsible for resolution of consequential damages to the vehicles and the facility.

5.2. Guidelines

5.2.1. Passing

The responsibility for the safe pass of another car rests with the overtaking driver. The driver being passed should be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking a pass may be black-flagged and/or penalized. Any passing in a NO PASSING area, such as a yellow flag situation, is considered illegal. “NO PASSING” means a pass cannot even be initiated.

5.2.2. Blocking

A driver may not move off the normal line to block another vehicle. Any deviation from the normal line to prevent another car from making a pass will be considered blocking and may result in a penalty.

5.2.3. Yellow Flag Zone

A pass must be completed before any yellow flag station. This means that the overtaking driver must be completely in front of the overtaken car before either vehicle arrives at the corner with the yellow flag.

Penalties will result for any passing under yellow flag situations.

5.2.4. Stopping On Course

Stopping on course is prohibited unless in the event of an emergency. Stopping includes abrupt and/or unexpected slowing to a near stop. Stopping to help a disabled car is prohibited. If a driver must stop on course due to an emergency or mechanical failure, a reasonable attempt must be made to place the car in a safe position. When safe to do so, the driver should then exit the vehicle and move to a safe location behind the guardrail. If the driver is stopped near a manned corner station the driver should move to that corner station, follow any instructions from the corner marshal, and wait for the safety team.

6. Penalties and Protests

6.1. Penalties

All participants in an Autobahn Country Club sanctioned event shall be subject to control by the Chief Steward. In addition to any actions that may be covered by the Autobahn Country Club Members handbook, the following may be considered violations of the rules.

- Missing or being late to a drivers meeting
- Reckless or dangerous driving, whether on the race course or in the paddock.
- Failure to follow the direction of, or cooperate with, any official
- Car to car contact
- Unsportsmanlike like conduct
- Physical violence toward any persons

The penalties imposed may include the following

- Reprimand
- Black Flag (stop and go)
- Loss of time, lap or position
- Loss of points
- Probation of competition eligibility
- Disqualification from an event
- Suspension of Autobahn Members Racing License

6.2. On-Track Incident Penalties

Any car to car contact during a practice, qualifying, or race session will set in motion the following actions:

-All drivers involved in car to car contact are required to report to the Chief Steward. The Chief Steward will gather information from all drivers and Corner Marshalls and make a determination as to which driver is at fault for the incident and if any penalties will be imposed.

-If a mechanical failure is the leading cause of contact between two or more cars, typically no fault will be found and no penalties issued.

-In wheel to wheel racing it is inevitable that incidental contact may take place. If no drivers involved in the incident feel anyone is at fault after reporting to the Chief Steward, the Chief Steward may choose not to find fault with any one driver.

-Any contact involving damage to one or more cars will be considered avoidable and will be subject to the following penalties.

6.2.1 First Incident

The driver may be placed at the rear of the field for the following race. If more than one driver is subject to this penalty at the start of a race, the fastest qualifying times will determine the start order between these drivers behind the field.

6.2.2. Second Incident

If the incident occurs during a race, the driver may be disqualified for that race and no points will be awarded. If the incident occurs during a practice or qualifying session, the driver may be disqualified for the subsequent race. The driver will be placed on probation for a period of no less than 3 races and no longer than 13 months. During this probation period the driver's actions will be closely monitored.

6.2.3. Third Incident

The driver may be disqualified for 1-3 races.

6.2.4. Fourth Incident

The driver may have his/her Racing License suspended for a period of up to 13 months, or 13 races. Only upon approval of the Chief Steward and Competition License Steward will racing privileges be restored.

The Chief Steward and Competition License Steward shall keep records of drivers actions and any penalties they may have suffered.

6.3. Protests

Any participant has the right to protest the results of an event. Any protest must be lodged with the Chief Steward within 20 minutes after the conclusion of an event. The protest must be presented in person to the Chief Steward who may request the protest be presented in writing. The Chief Steward shall then make a ruling within twenty four hours of the conclusion of an event unless it is an exceptional case that may require more information or time in order to make a sound ruling. All decisions by the Chief Steward shall be considered final.

7. Race Procedures

The following procedures shall apply to all classes that are considered “wheel to wheel” racing.

7.1. Drivers Meeting

A MANDATORY drivers meeting shall be held each day of a race event. The time and location of this meeting shall be indicated on the daily schedule. Each driver must sign in upon entering the meeting. All drivers entering the meeting after it has begun, as determined by the Chief Steward, shall be considered late and must start at the rear of the field.

7.2. Qualifying

Starting positions for most races shall be determined by qualifying sessions. These sessions shall be designated on the track schedule provided for an event. During a qualifying session that involves cars that are not participating in a race all normal lapping session rules shall apply; proper consideration should be given to these drivers. During a qualifying session that only includes cars involved in racing, passing restrictions will not apply.

A driver’s single best lap time during the qualifying session shall determine the starting order for the race. In the case of a tie in qualifying times, the second fastest lap time will be used, then the third fastest, etc. to break the tie. A driver that does not participate in a qualifying session may be gridded at the back of the field upon approval from the Chief Steward.

It shall be the car/driver combination that qualifies for a starting position. A change in this combination shall eliminate the qualifying time and the driver must start from the rear of the field.

7.3. Grid

7.3.1. Overcrowded Class. In the event of more cars entered in a race than can be safely allowed on the course simultaneously, the Chief Steward reserves the right to split the field into two groups. In this situation, the fastest qualifier shall be on pole position for the first group and the second fastest qualifier shall be on pole position for the second group. All odd numbered qualifying positions shall be in group one and the even numbered qualifying positions shall be in group two. Full points shall be awarded to each group.

7.3.2. Pre-Grid Cars shall form on the pre-grid in the order of their official qualifying times. Numbered cones will be placed on the grid and drivers are to position themselves with the cone that corresponds to their starting position. A ten minute call will be given on the PA system, followed by a five minute call. All drivers are expected to be at the grid, taking their positions at this time. At one minute the signal for drivers to start their engines will be given. At this time the grid will be considered closed and all drivers who have not entered the grid area will be instructed to start at the rear of the field.

7.3.3. Pole Position The fastest qualifier, pole position, shall have the choice of the inside or the outside starting position. Unless otherwise requested to the Chief Steward, before the cars are called to grid, the pole position will be assumed to be the inside of the first corner.

7.3.4. Late Starter Cars not in position prior to the one minute signal shall relinquish their starting position and shall start at the rear of the field. If a driver presents to the grid after the field has been signaled to enter the circuit, this car shall be determined to be a late starter. The Chief Steward shall direct whether the late starters may enter the course and join the back of the field, or start from pit exit after the green flag has been displayed.

7.3.5. Tire Warmers Tire warmers shall not be allowed on the grid.

7.4. The Start

7.4.1. Rolling Start A rolling start shall be used for all races unless otherwise noted for specific classes.

7.4.2. One Minute Signal A plainly visible signal shall be given to all drivers indicating one minute until the release of the field from the grid. This will allow time for drivers who have not previously done so to start their engines. During this minute the Grid Marshall shall determine if all cars have their engines running, at which time the cars may be released from the grid to the race course behind the pace car. Any cars that are unable to start at the end of this minute, and after the field has been released, are to remain in this position until the field has passed. At this point, if they are able to start, they will be considered a late starter and will only be released to the circuit at the Chief Stewards command. Late starters shall not be allowed to regain their starting position, but must start from the back of the field.

7.4.3. Pace Car. The pace car shall travel ahead of the field at a consistent speed. All corner stations shall display double stationary yellow flags. The Pace Car shall have its "4 way" lights flashing or have a flashing light bar on top of the vehicle. The Pace

Car driver shall turn off these lights to indicate its' intention to enter pit lane for an attempted start or restart of the race. In the event of a full course yellow the Pace Car may be sent on course to pace the field at the instruction of the Chief Steward. When on course the Pace Car driver shall remain in contact with the Chief Steward.

7.4.4. Pace Laps. The field is to follow the pace car until a point that has been discussed in the drivers meeting where the field will form into two rows. Drivers are to respect the position of the other drivers around them and remain in two columns until the green flag has been displayed. During the parade laps drivers will keep in starting order with no overtaking and the speed will be set by the pace car. Falling back to accelerate and undertake practice starts is prohibited. A car that falls out of its position during a pace lap, due to a mechanical problem or any other reason, shall relinquish its position and rejoin at the back of the pack if it is able to do so. Before the conclusion of the last pace lap, the pace car will accelerate away from the field and will pull into pit road, unless otherwise instructed to do so, and an attempt will be made to start the race. The pole position driver shall allow the pace car to pull away and maintain that pace until the green flag is displayed.

7.4.5. Jump Start. The responsibility for a proper race start rests solely with the drivers. The pole sitter shall maintain a steady speed as it approaches the start line. Penalties may be assessed to any driver who jumps the start or pulls out of line.

7.4.6. Green Flag. Upon determining that the field is at a constant pace, well bunched, and in line, the Starter shall suddenly and constantly wave a green flag until all cars have passed the start/finish line. The race shall be under way throughout the field the moment the green flag is waved and passing may occur at any time.

7.5. Split Starts

A split start may be used when more than one group or class of cars shall use the track for racing simultaneously. These groups shall maintain a gap, to be determined by the Chief Steward, between them during the pace laps. There may or may not be a pace car for each group. When the second group does not have a pace car, it is the responsibility of the pole position for the following group to maintain this gap. All normal procedures should be followed by the second group, if group one is not given the green flag for a start when expected; the following group shall automatically have a no start.

7.6. No Start

If the starter determines that the field is not in good order or that some drivers may have improved their position by moving out of line or by passing prior to the green flag, the starter shall abort the start by displaying no flag and pointing to the sky indicating another pace lap will be required. All other corner stations shall display double stationary yellow flags. All drivers should raise a hand to indicate that they acknowledge the no start; the field will then begin a second pace lap. The pole position car shall act as the pace car and the same procedure should be

followed as on the original pace lap. Any additional pace laps shall be scored as race laps.

7.7. Full Course Yellow

If a full course yellow situation occurs, indicated by two stationary yellow flags at all corner stations, all drivers shall reduce their speed and will not be allowed to pass. The race leader shall be responsible for reducing the pace of the field to a speed similar to that which the pace car set at the start of the race. The pace car may or may not be deployed. All laps under full course yellow shall be scored as race laps.

7.8. Restarts

If, after the race has been started, a full course yellow situation arises, indicated by two stationary yellow flags at all corner stations, the subsequent restart shall be in single file according to race positions held at the time of the full course yellow. The first place car is responsible for setting the proper pace for the restart. All corner stations shall drop the double yellow flags when a restart will be attempted the next time past the starter. No passing is to occur until the green flag waves from the starter. These same rules shall apply if the race has been stopped with a black or red flag.

7.9. Stopped Race

If a race is stopped at less than 50% of its scheduled distance or time, and is not restarted, it shall be considered incomplete. Points and trophies will not be awarded. The Chief Steward shall determine whether the race will be rescheduled or if it has been cancelled.

A race that is stopped at 50% or more of its scheduled distance or time, and is not restarted, shall be considered complete. Scoring shall be determined according to the last scored lap across the start/finish line. Points and trophies shall be awarded in the same manner as if the race had run its scheduled distance.

7.10. Pit stops

A driver making a pit stop should proceed down pit lane at a reasonably safe speed, not to exceed 35 mph, and come to a complete stop on the left hand side of pit lane. If the driver gets out of the car, the engine must be shut off. NO refueling is allowed on pit lane except as provided under the pit stops rules for an Enduro Series race.

7.11. Checkered Flag

The checkered flag shall be displayed first to the winner as he/she crosses the start/finish line. If the checkered flag is displayed to the wrong car, the race shall still finish when the actual winner crosses the line. If the checkered flag is not displayed at the scheduled end of the race, the race shall be scored as if it had ended at the scheduled length.

7.12. Winner

The winner shall be the competitor who completes the scheduled number of laps in the least time or covers the most distance in the allotted time.

7.13. Parc Ferme

All cars may be required to report to an impound area (parc ferme) at the conclusion of a race. When instructed to do so, all cars must report immediately to the designated impound area and may not travel to any other portion of the paddock or any team units, any cars that fail to do so risk disqualification.

7.14. Results

The provisional results shall be posted in a visible location at the conclusion of an event.

These results will not be considered official until the expiration of the protest period and by approval of the Chief Steward.

8. Flags and their Meanings

Flags are used by the Corner Marshalls and the Starter to relay information to the drivers while on course. There are two categories of flags.

8.1. Command Flags

Command flags give a driver information that he/she MUST react to. Failure to properly respond to these flags may cause dangerous situations and could result in disciplinary action.



Green Flag- The green flag is displayed from the start to indicate the moment that a race has started. Passing is allowed the moment the flag is waved. It may also be waved at the corner station immediately following a corner station that is displaying a yellow flag to indicate the course is clear at that point and normal racing may resume.



Yellow Flag- The yellow flag indicates a situation in which caution should be used. It may be displayed in one of two ways.
Stationary This indicates that a hazard is present somewhere off the racing surface. It may be a disabled car, an emergency vehicle, debris or personnel. Caution should be used, a driver should slow down and no passing is allowed. A stationary flag should also be displayed at a corner station prior to any station with a waving yellow.

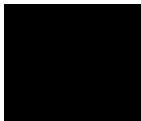
Waving A waving yellow flag is used to indicate a danger that is on the racing surface. A driver should use extreme caution, slow down and be prepared to alter his normal racing line. No passing is allowed.



Double Stationary Yellow- A double stationary yellow is used to indicate the complete track is under a yellow situation and all drivers should slow down, no passing is allowed. This may be used for pace laps or when an incident has happened on track that requires the field to be controlled for the safety of the Safety Team and Corner Marshalls. While under a double yellow, a corner station may use a single yellow flag, or any other flag necessary, to inform drivers of a particular situation within that portion of the track.



Red Flag- A red flag will be displayed at all corners when a serious situation has developed on the course which may require the Safety Team to respond immediately. Drivers should gradually come to a complete stop at the next manned corner station and await a signal to proceed to the pits slowly.



Black Flag- A black flag can be used in different ways.

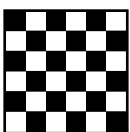
Warning A *rolled* up (furled) black flag may be pointed at a driver from the starter to warn that driver that he has been involved in actions that may result in a penalty. The driver does not have to report to pit lane but must be certain that the conduct that initiated the warning is not repeated.

Penalty The black flag may be *waved* and pointed by the starter, or at a designated black flag corner station, at a specific car that then needs to come to pit lane immediately at the conclusion of that lap and report to the black flag pit box. This may be accompanied by a number board. That driver must report to pit lane within 2 laps.

An official will then give the driver an explanation with instructions if a return to the race will be allowed.



Mechanical Black Flag/Meatball- The mechanical black flag is used to inform a driver that he must come into pit lane, a problem exists on the car that may create a dangerous situation. If a car is leaking fluid or is on fire, a Corner Marshall may wave a driver off the track in order to prevent getting fluids on the racing surface.



Checkered Flag- The checkered flag indicates the race or session is over, all cars should use this lap as a cool down lap and enter pit lane at the first chance.

8.2. Information Flags

These flags simply provide valuable information to the drivers, a reaction to these flags may not be needed.



Blue Flag- The blue flag (passing flag) is used to inform drivers that a faster car may be trying, or will soon be trying, to pass. This can be displayed stationary if the pass may occur within the next two corners, or it may be waved if the pass is in progress or if a group of cars will be passing. Generally, during a race this flag is only used when the leaders begin passing cars that are going to be a lap down and is not shown to cars passing for position.



Surface/Debris Flag- The surface flag informs drivers that fluids or small debris may be on the racing surface. A driver should be aware that traction may be compromised.



White Flag- The white flag can be used in two ways.
At a corner station This is to inform a driver that he may be rapidly approaching a slow moving vehicle. This should be displayed two stations prior to the slow vehicle.

Starters Stand When the white flag is waved from the starter, one lap remains in the race.



Emergency Flag (E flag)- The emergency vehicle flag indicates that an emergency vehicle is on course. It is to be displayed stationary for two stations prior to the vehicles location. Drivers should be aware, they may pass the vehicle if it is safe to do so.



or



The Pit Board may be shown from the last corner station before the pit entrance. It informs drivers of the condition of pit lane. The yellow board indicates there is a situation in which extreme caution should be used if entering pit lane. The red indicates that pit lane is CLOSED. Drivers may not enter pit lane except in the case of an emergency. The red pit board will also be used to inform drivers of the time frame for pit stops during an enduro event with mandatory pit stops.

9. Timing and Scoring

The Timing and Scoring system used shall be the AMB system already in use at Autobahn. Each participant is responsible for using a properly installed and maintained transponder compatible with the AMB system. All competitors must notify the Chief of Timing and Scoring if the transponder they are using does not display accurately on the timing system the correct drivers' name and car number.

In the event of a transponder failure during a race, the Chief of Timing and Scoring shall designate two or more persons to manually keep a lap chart on that vehicle(s). At the conclusion of the event, the Chief of Timing and Scoring, upon approval from the Chief Steward, shall make any necessary adjustments to the results of the event.

If a complete system failure occurs, the race shall be stopped until such time as the information has been restored. If possible, the race shall be restarted in the order of the last scored lap. It shall be the responsibility of the Chief Steward to determine a fair solution to any situation that cannot reasonably be resolved to continue the race in a properly scored manner.

The transponder location on the car may be determined by each driver. However, the scoring shown by the computer shall be considered accurate, regardless of two or more vehicles relative position on the track.

10. Points and Trophies

10.1. Points

Participants shall compete primarily for points and trophies. Any financial rewards, through sponsorship or donations, may be accepted upon approval of the Chief Steward. All entry fees received shall go towards offsetting the additional costs that will be incurred as a result of running this type of event, racing insurance, extra employee time, etc. and should not be considered part of an awards fund.

Points will be awarded for each race after the results have been declared official by the Chief Steward. Points will be awarded as follows.

1 st	100 points
2 nd	90
3 rd	80
4 th	75
5 th	70
6 th	65
7 th	60
8 th	55
9 th	50
10 th	48

After 10th place, points will decrease by 2 for each subsequent position. All competitors will receive a minimum of 10 points for starting a race.

Points will be accumulated throughout the year in order to determine a series champion. In some classes a driver may only be allowed to use points accumulated in a limited number of races. Example; if a class runs 12 races, a driver may participate in as many races as he/she would like, however only the top 8 finishes may apply to the year end points total. In the case of a tie, the driver with the most first place finishes then wins the tiebreaker. Successive tie-breakers are second place finishes, third place finishes, and etc.

10.1.1. Enduro Points

Some endurance racing may involve more than one driver per car. In this case each driver shall be awarded full points according to the cars overall finishing position. If a driver participates in more than one car for a race, that driver shall be awarded points for the finishing position for only one car.

10.2. Trophies

Year end championship trophies shall be awarded to the top three positions in each class. These trophies will be presented at the Christmas party or Year End Banquet. Any individual race trophies will be presented at the conclusion of an event after the results have been declared official by the Chief Steward.

10.3 Rookie and Masters Divisions

Some race classes may also include a Rookie and Masters divisions within the class structure. Drivers eligible for these divisions will race according to the structure of the class and accumulate points towards the class championship based on overall finishing position while at the same time accumulating points for the division they have entered based on finishing position relative to those who are also competing for the same division.

Example -Driver A is eligible for the Masters Division and finishes a race in 7th position overall but is 2nd among other drivers competing for the Masters Division. He will collect 7th place points for the class championship and collect 2nd place points for the Masters Division. These will be recorded as separate point totals and will have no effect on one another.

The Chief Steward shall determine which race classes will include a Rookie and Masters division prior to the first race of the season.

Drivers must meet the following requirements to be eligible:

10.3.1 Rookie Division

To be eligible for this division a driver may not have started more than 5 races in any previous year in that class. The Chief Steward reserves the right to deem a driver ineligible for a rookie division based on prior racing experience.

10.3.2 Masters Division

The Masters Division is open to all drivers age 60 and older. A driver may not accumulate points until his/her 60th birthday regardless if the season is already in

progress. A driver may be eligible to run in the rookie and the masters divisions simultaneously if all requirements have been met.

11. Drivers Safety Equipment

The following equipment shall be required for all classes considered to be wheel to wheel racing, and shall be in good condition and free of defects, holes, cracks, frays, etc.

- A. The use of a head and neck restraint system, such as a HANS device, will be mandatory
- B. Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall *bear an SFI 3.2A/1 or higher certification label or FIA 8856-2000 homologation*. Underwear of fire resistant material shall be used except with suits carrying FIA standard 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch.
- C. Crash helmets approved by the Snell Foundation with Snell sticker 2000 or later Special Application (SA2000), or by the SFI with a SFI Sticker 31.1a for open faced helmets and a SFI sticker 31.2a for closed faced (if purchased prior to 12/31/04), SFI 31.1 (if purchased after 1/1/05), or by the FIA standard 8860-2004.
- D. Gloves made of leather and/or accepted fire resistant material containing no holes.
- E. Socks made of accepted fire resistant material.
- F. Face coverings (balaclavas) of accepted fire resistant material for drivers with beards or mustaches. Hair protruding from beneath a driver's helmet shall be completely covered by fire resistant material. As an alternative to balaclavas, a full helmet skirt of accepted fire resistant material may be used. Double-layer balaclavas are recommended. If balaclavas are used voluntarily, they shall be of accepted fire resistant material.
- G. Goggles or face shields, preferably made of new impact resistant materials, for drivers of open cars.
- H. A driver's restraint system meeting SCCA standards (See SCCA GCR Section 9.3.18.) shall be used at all times while on the track.
- I. Shoes, with uppers of leather and/or nonflammable material that at a minimum cover the instep. Ventilation pinholes by the manufacturer are allowed.

12. General Car Preparation

All cars participating in the Racing Series are required to submit a technical inspection sheet to assure the safety of the vehicle. It is **strongly** recommended this technical inspection be performed by a trained technician. In addition to a technical inspection form a driver will be required to display all personnel gear including driver suit, gloves, shoes and head and neck restraint device.

Upon approval of all such items the competitor shall receive Members Racing Series stickers that must be placed on the vehicle to which the technical inspection was performed. These stickers shall be placed on each side of the vehicle. They can

be positioned anywhere between the vertical centerline of the front and rear hubs and the horizontal line of the wheel hubs.

The following general conditions should also be checked at regular intervals before and during a racing event.

12.1. Numbers

Proper numbers are mandatory in all wheel to wheel classes. Numbers should be located on both the drivers and passenger doors, be at least 8 inches high, be placed on a contrasting background color and be easily read by timing and scoring. Numbers may be reserved in advance on a first come first serve basis.

12.2. Wheels and Tires

The general condition of the tire and rim assembly must be good. There should be no cracks or other damage to the wheel. There should not be no cords exposed, bubbles, or other visible damage on the tire. All lug nuts must be present and tightly hold the tire and rim assembly to the car's hub.

12.3. Steering and Suspension

The steering mechanism and the suspension of the car should be checked for its general condition. The front and rear wheel bearings should be tight and have no free-play. There should be very little or no play in the suspension of the car and in the steering mechanism.

12.4. Engine Bay

There should be no fluid leaks from the engine. A radiator overflow of at least one-liter capacity should be used. Oil breathers or vents shall return the oil to the engine or shall terminate in a catch tank of at least one-liter. All hoses carrying fluids should be in good condition with no cracks or other damage.

12.5. Brakes

The brakes should be in good working condition and must be able to stop the vehicle in a reasonable distance in a safe and controlled manner. The pedal pressure should be adequate. The fluid level must be above the minimum limit as specified by the manufacturer. The brake lines must be in good condition.

12.6. Roll Bars

All cars must have a roll bar installed to help protect the occupant from injury during a roll-over. The roll bar should be able to withstand the compression forces involved in supporting the full weight of the car. The roll bar's main hoop should extend the full width of the car. The main hoop shall be one continuous piece with smooth bends and no evidence of crimping or wall failure shall be present (i.e. should be Mandrel bends). All welds should be of the highest possible quality, with full penetration. All cars with roll bars are required to have adequate roll bar padding. In cases where the driver's head may come in contact with the roll bar

should the seatback fail, a seatback brace is required. Please refer to the SCCA GCR for proper roll bar specifications and installation.

12.7. Seatbelts and Harnesses

All cars are required to have a five (min.) point harness properly installed. Harness belts should be in good condition with no frays or cracks. It is highly recommended that all harness belts are replaced every two years.

12.8. Battery

The battery shall be securely fastened to the car. No bungee cords or rubber cords may be used to function as the sole hold down mechanism. An electrically non-conductive material should cover the positive battery terminal. Any battery located inside the driver's compartment should be fully covered and firmly secured to the chassis (or tub) in a marine type battery case. True dry cell batteries may be mounted without a surrounding case, however a case is still recommended.

12.9. Exposed Wires

There should be no exposed wires inside the driver's compartment such as to interfere with the safe operation of the vehicle. No live (hot) wires should be exposed anywhere in the vehicle.

12.10. Seats

All seats must be securely fastened to the structure of the car such that they are strong enough to withstand a major impact. If replaced, the replacement seat should be installed according to the manufacturer's instructions. If stock seats are to be used with a roll bar/cage, care should be taken to prevent the seat from submarining under the rollbar. Care should also be taken to prevent the occupant from hitting his/her head on the roll bar/cage.

12.11. Loose Objects

All loose objects in car and trunk should be removed. Floor mats, dash mats, spare tire, jack, tools, etc. must be removed.

12.12. Lights

There should be at least two (2) working red brake lights visible from 300 feet to the rear, (except formula cars, sports racers). Certain other race cars may be exempt at the discretion of the Chief Steward. It is recommended, not required, that all exposed lights be covered with tape, except brake lights.

12.13. Rearview Mirrors

The vehicle must have at least one rear view mirror affixed such as to provide the driver with good visibility to the rear.

12.14. Hoses Inside Cockpit

All hoses carrying any liquids or any gases that go through the cockpit should be metal or steel braided. Any hoses that carry cold water, such as washer fluid, cool

suit, etc. are exempt from this rule. Rubberized or rubber-coated steel braided hoses are acceptable.

12.15. Tow Hooks

All vehicles must have two easily accessible (and usable) tow hooks; one in front and one in back. They must not protrude dangerously from the car, and they must be accessible without manipulation of the bodywork and/or panels. They should be strong enough to support the weight of the car.

12.16. Mufflers: Sound Limit

Autobahn rules regarding sound limits shall be in effect for all events (105db), with the exception of any events that have been determined as sound exempt weekends by the owners of Autobahn Country Club.

12.17. Advertisements and Graphics

Advertisements and graphics may be displayed on cars provided they are in good taste.

CLASSES

The following is a list of classes, and the specific rules that pertain to each class. Additional classes may be developed if there is enough interest. Any drivers who would like to see a new class added should present a list of interested parties to the Chief Steward. New classes may be added at anytime, however no champion will be declared for a partial season. Classes that have many participants may be split into groups according to ability, group A would be those with much experience, group B would be less experienced drivers. These groups may each award a champion if the Chief Steward decides enough races have been run to determine a champion.

13. THE AUTOBAHN CHASE RACE SERIES

13.1. Description

This class is intended to be open to most levels of experience and nearly all cars. It is a great opportunity to participate in a racing environment with minimal risk to yourself and your car as this is not considered wheel to wheel racing. Cars do not have to be "race prepared" with roll cages and 6 point safety harnesses. Any closed wheel cars that meet the minimum requirements of a normal lapping session are eligible, no open wheel formula cars. Minimum lap times may be required.

The premise is that a slower car will start a certain amount of time ahead of the next fastest car so that it will take a certain number of laps for that car to catch the one ahead of it; the same applies to the relation of the second slowest car to the

third slowest car. In theory all cars should be catching the one ahead of it on the last lap.

You can win with any car, stock or modified. Driving skill and consistent lap times are the major factor in winning. This series can help you gain the experience necessary to compete in the wheel to wheel classes.

13.2. Eligibility

The Chase Race Series is open to all members.

No ABCC License is required

13.3. Fees

No entry fees are required.

13.4. Championship

This series will consist of a minimum of seven races throughout the year. A driver may use a maximum of five race results towards the championship.

13.5. Rules

-All participants must submit their entry to the Chief Steward and attend the mandatory drivers meeting on the day of an event.

No lap timers are allowed in the car. Any timer that is permanently installed must be reported to the Chief Steward and covered or turned off in such a manner that the driver has no reasonable way to see the readout. Also, no communication via 2 way radio is allowed, this is to prevent lap times from being relayed to the driver.

13.5.1. Qualifying

Each driver must run a qualifying session. This session will usually be the last lapping session for his/her run group before the start of a race. The schedule for the day will designate which run groups this will be. A drivers qualifying time will determine the position and time gap for the start of the race. In order to prevent a driver from sandbagging (qualifying slow and racing fast) a "break out" rule will be in effect. Thus, a driver should run qualifying laps similar to that which can be duplicated during the race. During a qualifying session all normal lapping session rules shall be applied. This session may involve cars that are not participating in the race. If a driver misses a qualifying session, lapping sessions from earlier in that day may be used to determine a qualifying time. If no lap times are available, the driver and the Chief Steward shall meet and determine a fair lap time. This must be done 30 minutes prior to the scheduled start of the race.

13.5.2. Grid

Qualifying times will be posted at a designated area prior to the call for drivers to the grid. This list will inform the drivers of their start position and the time gap as compared to the first car released. Drivers shall be called to the grid ten minutes prior to the start of the race. Drivers shall be assisted by grid personnel to their

respective positions. All drivers should be in their grid positions no less than five minutes prior to the start of the race. When all cars are in the proper order they shall be directed to form a single file line in pit lane.

13.5.3. The Race

A. The Start

When instructed to do so, the first car shall pull up to the starting gate. This gate shall be a set of cones that clearly defines the starting point and will be located away from the timing line. At the starters signal the first driver will be released to the circuit and will start the first race lap. Release timing begins as soon as the start signal is given by the starter. The next car in line shall then pull up to the start gate and be ready for the starters signal to go. The release interval shall be determined by the following equation (first cars lap time – your lap time) x number of race laps = interval. Each following car shall pull up to the gate as soon as the previous car has been released and be ready for the signal to go. A driver should take note of the release interval listed on the qualifying sheet so he/she knows if they will be released immediately after the preceding car or if they may have to wait; this can be up to thirty seconds or more. When entering the track, cars must remain to the left of the blend line. If any tire crosses the blend line a time penalty shall be issued after the race.

B. Passing

Passing is allowed on straight-aways only. NO PASSING IN A CORNER. A corner shall be defined as any time a driver is turning the steering wheel to follow the normal line around the race course. The overtaking driver is responsible for making sure the pass happens in a clean manner. The driver being overtaken must not block to prevent the pass from happening, a point by is strongly suggested. Any passing in the corners or aggressive moves shall be reported by the Corner Marshalls and be subject to review by the Chief Steward and may result in penalties. Drivers must be aware of cars that are gaining on them on the track. If a car catches you during a race, that car should be considered faster and be allowed to pass. Remember, if a car is that much faster, it may be “breaking out” and might be penalized after the race.

C. Penalties

1. Break out. Any driver is allowed to go 2 seconds faster than their qualifying time. Anything more than 2 seconds and a penalty shall be levied.

-First offense will result in 5 seconds to be added to the total elapsed finishing time after the race.

-Second offense will be 10 seconds.

-Third offense will be 20 seconds.

2. Passing in a Corner. The penalty for passing in a corner shall be determined by the Chief Steward. It may either be a time penalty to be assessed after the race, or it may be a position penalty.

3. Blend line. Any driver that crosses the blend line while leaving pit lane will be issued a 2 second penalty.

4. Off course excursion. Any driver who puts all four wheels off the racing surface during the race, as reported by the Corner Marshalls, shall be given a 10 second penalty.

D. Restarts.

A race may be stopped by either a red or black flag. If a red flag is shown by all the corner stations, all drivers are to come to a controlled stop on track and proceed to pit lane when signaled to do so by the Corner Marshalls. If a black flag is shown by all the corner stations, all drivers should reduce their speed and report to pit lane. The Chief Steward shall then determine if the race will be restarted.

A race shall be restarted in the order of the last scored lap. Drivers will be released similar to the start of the race with the release interval to be determined by the interval of the last scored lap.

13.5.4. Results

Results shall be available only after the race has been reviewed by the Chief of Timing and Scoring and the Chief Steward. Any penalties shall then be assessed. Any protest should follow the guidelines set forth section 6 of this rulebook. The results shall be considered official only after the protest period has expired and the Chief Steward has given approval.

13.5.5. Winner

The winner of the race shall be the driver who is scored as crossing the finish line first after all time and position penalties have been assessed.

14. GT Challenge

14.1. Description

The GT Challenge races are designed to allow a wide variety of cars to participate in the same race. Race cars will be split into 3 classes. As a result, the performance capabilities of cars entered in these races can vary greatly. All cars must be “race prepared” including full roll cages, fire suppression system and proper drivers harness. Please refer to the SCCA GCR form rules governing car preparation.

The GT Challenge races may also run in conjunction with new classes that may be in the beginning stages of growth. The Chief Steward shall determine any special requirements for these situations.

14.2. Eligibility

This series is open to Autobahn Members with any ABCC Competition License. An ABCC Provisional License may be acquired by a member guest in special circumstances from the Competition License Steward upon proof of prior experience, allowing participation in this series. All cars must be "race prepared."

14.3 Classes

Group 1	GT1, GT2, GT3, GTA, ASA, GS, STO
Group 2	T1, Spec. Cayman
Group 3	T2, T3, AS, MX5-Cup, GP, ITS, AI

14.4. Fees

Entry fees may be required

14.5. Championship

This will be a 3 race series and all 3 races will count towards the year end championship.

14.6. Rules

This is considered a wheel to wheel racing class. All rules describing race procedures shall apply.

15. SPEC. MIATA CUP

15.1. Description

The Spec. Miata Cup is designed for Autobahn Members who want to own a relatively affordable race car. These cars include Mazda Miatas from 1990-2005 and must conform to strict rules that will only allow minimal modifications in an effort to keep costs down and competition high. The Spec. Miata rules package created for SCCA National racing will be followed, with only minor changes. This will allow any car that is eligible for the Autobahn Racing Series Spec. Miata class to also be eligible for SCCA and other organizations such as NASA and Midwest Council with only minor changes according to each organization's particular rules. Each sanctioning body's rule book should be checked before participation in any other series. All rules regarding wheel to wheel racing in this rulebook shall apply to this class.

15.2. Eligibility

This series is open to Autobahn Members only. An ABCC Competition License is required

15.3. Fees

Due to the additional operating costs incurred for this type of event, an entry fee per race will be required for this class.

15.4. Championship

This will be a 12 race championship series and drivers best 8 results will count towards the championship. Please see section 10 for more details on the points system.

15.5. Rules

All race procedures described in this rulebook regarding wheel to wheel racing shall apply.

15.5.1. Technical Inspection

All cars must conform to the specifications set forth for the Spec. Miata Series and may be required to pass technical inspection prior to each race. At the conclusion of each race the top three finishing cars and any other cars instructed to do so must immediately report to the tech area for a post race technical inspection. It is the driver's responsibility to provide fuel samples and/ or remove components as requested by the Technical Inspector.

15.6. Fuel

The 93 octane fuel available at the Autobahn fueling station shall be considered the spec. fuel. All cars that are subjected to a fuel test must match this fuel. Therefore it is highly recommended each car use fresh fuel from the Autobahn fueling station. If a fuel is tested and shown to not match the base fuel it will be considered illegal and penalties may result.

15.6.1. Fuel Sample Acquisition

All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injectors to facilitate acquisition of fuel samples. To avoid fuel spillage, the fuel sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. A capped and/or sealed "T" may be fitted inline, or a capped and/or sealed auxiliary sample port may be fitted to a fuel system component (carburetor, fuel rail, etc.) without using a dry break fitting. Under no circumstances is siphoning of fuel from the fuel tank/ cell acceptable. If possible, the sampling valve/port should not be located in the engine compartment. In all cases competitors shall provide the appropriate tooling necessary to safely obtain the fuel sample. A manned fire extinguisher shall be present whenever fuel samples are being acquired.

15.7. Spec. Miata Vehicle Specifications

All cars shall adhere to the SCCA rules regarding the Spec. Miata Class found in the SCCA GCR. Any revisions or updates to these rules by the SCCA shall also be applied.

All cars shall use the Toyo RA1 tires (205/50R15) that are required for National Competition in the SCCA. The Toyo R888 shall be allowed for the first four races of the 2010 season.

These specifications are part of the SCCA GCR and all automobiles shall conform to GCR Section 9.

B. CLASSIFIED CARS AND WEIGHTS

Classified cars and weights are listed on the Spec Miata Specification Table. Cars are to be weighed with the driver and required ballast. See GCR Section 9.3.8.

C. AUTHORIZED MODIFICATIONS

For a complete list of specifications please refer to the 2010 SCCA General Competition Rulebook. Copies of the GCR can be ordered through the SCCA or can be found online at <http://cms.scca.com/documents/Club%20Forms/2010%20Tech%20Forms/2010%20GCR-January.pdf>. Spec. Miata specific information can be found starting on page 533.

Spec. Miata Specification Table

	Bore x Stroke (mm) / Displ. (cc)	Valves IN & EX (mm)	Restrictor Size	Comp. Ratio	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)
Mazda Mx-5/ Miata (90- 93)	78.0 x 83.6 1597	31.1 (I) 26.3 (E)	N/A	9.4	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 235 Vented Disc (R) 232 Solid Disc	2285
Mazda Mx-5/ Miata (94- 95)	83.0 x 85.0 1839	33.1 (I) 28.2 (E)	45mm	9.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.1	(F) 255 Vented Disc (R) 252 Solid Disc	2375
Mazda Mx-5/ Miata (96- 97)	83.0 x 85.0 1839	33.1 (I) 28.2 (E)	45mm	9.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.1	(F) 255 Vented Disc (R) 252 Solid Disc	2375
Mazda Mx-5/ Miata (99- 00)	83.0 x 85.0 1839	33.1 (I) 28.2 (E)	41mm	9.5	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450
Mazda Mx-5/ Miata (01- 05)	83.0 x 85.0 1839	33.1 (I) 28.2 (E)	41mm	10.0	2266	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450

16. ENDURO SERIES

16.1. Description

This Enduro Series gives Autobahn Members who have a competition license a chance to race against other members in a variety of cars. Cars will be divided into a select number of classes to encourage competition throughout the field. Because of the length of the event, pit stops with refueling may be necessary and strict rules will be put in place to make it as safe as possible. Even with these measures in place, all competitors must understand that racing is a dangerous sport and by entering these events the competitor assumes all risks involved.

16.2. 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. 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.

What cars are eligible:

All closed wheel race cars with adequate safety equipment. Formula cars and sports racers are not eligible. To check the eligibility or 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.

16.3. 2010 Schedule

May 8	3 Hours	Autobahn members only
June 5	3 hours	Autobahn members only
July 16	3 Hours	with NASA, must be NASA licensed*
September 10	3 Hours	with NASA, must be NASA licensed*
October 30	6 Hours	Guest drivers eligible, 50% or more of driving team must be Autobahn members.

*Assistance will be available to ease the process of getting a NASA license

16.4. Registration

All teams must pre-register by submitting ALL of the following information via email at mikegritter@drivefastbesafe.com or fax 815-553-0898.

Drivers Names

1. _____
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.

The entry fee is \$200 per team (NASA charges may differ).

16.5. 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.

Enduro Class
class

SCCA NASA and other equivalent

Group 1

GT1, GT2, GT3, GTA, ASA, GS, STO

Group 2

T1, Spec. Cayman

Group 3

T2, T3, AS, MX5-Cup, GP, ITS, AI

Group 4

Spec. Miata

All Spec. Miata rules will remain the same including tires and fuel capacity.

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

16.6. Pit Stops

There will be no mandatory pit stops, however any pit stops that require refueling must be 5 minutes in length and follow the refueling rules. This time will be measured from the moment the car stops in its designated pit stall to the moment it begins to move. Any stops that do not require refueling do not have to be 5 minutes. Any violations of the pit stop rules or actions determined by Race Officials to be unsafe may result on a loss of laps or disqualification.

16.6.1. Pit Speed Limit

The pit lane speed limit is 35mph and will be checked with a radar gun or similar methods. Cones will be placed at the beginning and end of pit lane to indicate the speed limit zone.

16.6.2. Refueling

Extreme caution must be used while refueling. The driver must be completely out of the car and no other work may be performed while the car is being refueled, this includes checking tire temperatures and/ or cleaning windows. All crew members and drivers must remain alert and ready for any flash fires. While refueling only 2 team members are allowed over the wall. One crew member must be holding a fire extinguisher (min. 5 lb.) during the complete refueling process. This crew member must 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.

The refueler 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.

All cars may place a catch can or matt to contain minor fuel drips. All catch can spills must be returned to a closed container.

Any fuel that is spilled and not contained by a catch can or matt, resulting in fuel on the asphalt, will be subject to penalties.

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.

The process of refueling is considered to be from the time the fuel cap (or any type of valve) is removed (or opened) to the time it has been secured (or closed). The driver must be out of the car and no work may be performed on the car during refueling.

16.6.3. 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. 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.

In the case of a red flag situation, all work on cars in the pits, including refueling must stop. The mandatory time for a pit stop also stops during a red flag and will start again when the red flag has been lifted. Cars that enter the paddock area during a red flag may not begin to work on the car. Cars that were already in the paddock when the red flag began may continue to work on the car.

Pit lane will be closed during all double yellows. Any car that is in pit lane before a full course may continue with their pit stop and the mandatory timing will continue.

16.6.4. Pit Lane Safety

Crew members must remain behind the 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 more than 6 team members may be over the wall at any time. No spectators are allowed in pit lane.

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.

16.6.5. Pit Spaces

Pit locations will be first come first serve. A crew may only service one car at a time. A car should not enter pit lane if its designated pit box is occupied.

16.7. Disabled Car on Track

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.

16.8. 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.

17. ASA Stock Car Vehicle Specifications

I. General Specifications

- A. All cars competing in this class must meet all SCCA safety requirements for GT category automobiles found in Section 9 of the GCR unless otherwise specified herein. This includes but is not limited to GCR requirements for:
 - 1. Driver restraint systems
 - 2. Driver's safety equipment
 - 3. On-board fire systems
 - 4. Fuel & fuel cells (may use either the Touring or GT fuel specs)
 - 5. Master switch requirements
 - 6. Brake and tail light requirements
 - 7. Rollover structures
 - 8. Seats
 - 9. Towing eyes
 - 10. Window safety nets
 - 11. Gauges and data acquisition
- B. All weights and ride height measurements shall be taken with the car set up for competition and will include the driver.
- C. The maximum rear weight bias at any point during the competition is 50.0 %.
- D. Any ballast used to meet minimum weight must be in block form weighing no less than 5 pounds and must be bolted securely to the chassis. All ballast must be painted white and must be labeled with the car number.
- E. Weight shifting devices of any type are prohibited.
- F. No titanium components are allowed for any purpose. Not axles, not fasteners, not engine parts, not anything – put that money back into your pocket.
- G. All cars presented for competition must undergo a technical inspection prior to their first event of each season. This inspection will determine the minimum weight for that car and that weight will be noted on a supplied sticker that should be displayed near the 'B' pillar on each side of the car.

II. Chassis Specifications

- A. Any commercially available, mild steel stock car chassis with a minimum wheelbase of 104" and a maximum wheelbase of 108" may be used.
- B. Chrome alloy chassis are not allowed.
- C. There are two basic styles of chassis used, the "ASA/USAR" chassis and the "Late Model" chassis. They are defined by track and overall height when set to the minimum chassis ground clearance:
 - 1. The ASA/USAR chassis has a track no greater than 62.0 inches and a minimum overall height (measured 10 inches behind the top of the windshield) of 49.0 inches.
 - 2. Any chassis wider and/or lower than those dimensions is considered a Late Model chassis. For a Late Model the maximum track is 65.0 inches and the minimum overall height (measured 10 inches behind the top of the windshield) is 46.5 inches.
- D. The base minimum weight for a car based on the ASA/USAR chassis is 2830 pounds.
- E. The base minimum weight for a car based on the Late Model chassis is 2930 pounds.

- F. The minimum ground clearance for any part of the chassis or bodywork rearward of the front tires (with all tires inflated to a maximum of 25 psi) is 4.0 inches.
- G. The minimum ground clearance for the front air dam (with all tires inflated to a maximum of 25 psi) is 3.0 inches.
- H. The maximum front bumper/body width is 75.0 inches for an ASA/USAR car.
- I. The maximum front bumper/body width is 80.0 inches for a Late Model car.
- J. A minimum of 10.0 inches, measured from the center of the crankshaft bolt to the ground, must be maintained at all times (with all tires inflated to a maximum of 25 psi).

III. Body Specifications

- A. All cars in this class must use 1997 through current-year commercially available stock car composite bodywork. The types of bodies allowed are:
 - 1. Chevrolet Impala
 - 2. Chevrolet Monte Carlo
 - 3. Dodge Charger
 - 4. Dodge Intrepid
 - 5. Ford Fusion
 - 6. Ford Taurus
 - 7. Ford Thunderbird
 - 8. Oldsmobile Cutlass
 - 9. Pontiac Grand Prix
- B. Although Five Star is the official body manufacturer for GTA-Southeast, other vendors may be used. The ASA cars must use the flange-fit ASA bodywork while Late Model bodies must meet the manufacturer's specified body mounting dimensions. All body components must be utilized in an as-produced, unmodified form and must retain all manufacturer identifying markings. No "one-off" or "high downforce" body packages are allowed.
- C. All cars competing in a race event must have a complete painted or polished gel-coat body to start the weekend. Presentation of stock appearing, very professionally finished racing stock cars is the primary objective. Overall workmanship and appearance shall be a determining factor when a car is approved for competition.
- D. Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein.
- E. Unless damaged by an accident during the racing weekend, all body panels must remain in their standard orientation when the car is at speed (i.e. - no flexing or cocking of body panels to vent air from underneath or inside the car is allowed).
- F. The bottom of the car must not be "belly-panned" or flush paneled. Panning may not extend rearward of the leading edge of the radiator. Other than ductwork that serves no other purpose than to direct cooling air to the brakes, fuel/air metering device (carburetor or throttle body), and/or driver, no fixed or moveable air-directing devices are permitted underneath or inside the car.
- G. Installation of air ducts to direct air to cool the driver is permitted. Duct size shall not exceed nine (9) inches in height by ten (10) inches in length. Duct must be fabricated from clear plastic and securely affixed to rear side window(s). A screen or filter to prevent debris from entering the cockpit should be installed.
- H. The hood must have a minimum of four (4) positive locating pins on the leading edge of the hood and must be securely fastened by either pins or hinges at the

rear. If used, a cowl opening shall be centered upon the rear edge of the hood with a maximum opening of 2.0 inches deep at the center expanding to 2.5" at the ends by 16.0 inches wide. Fresh air boxes to the fuel/air metering device (carburetor or throttle body) are allowed as long as that ductwork serves no other purpose.

- I. The single-plane rear blade spoiler must be mounted at an angle from 50 to 75 degrees (perpendicular to the ground being 90 degrees) and may not extend beyond the rear bumper when viewed from directly above the rear bumper. Spoilers must be a minimum of .063 aluminum or Lexan and may vary in overall height to match the contours of the bodywork. The rear spoiler dimensions shall not exceed 59.0 inches wide by 5.0 inches in height, or 295.0 square inches total surface area. Braces to prevent spoiler deflection are allowed, but may not serve any other purpose.
- J. A full, stock-dimension molded front windshield is mandatory and must be constructed from 3/16" (minimum) Lexan. Three (3) 1-inch by 1/8" thickness internal windshield support braces should be spaced at least on six-inch centers and roughly centered on the windshield. The windshield must be secured to the body by bolts and/or rivets to prevent the windshield from popping out under internal pressure such as a spin.
- K. A full, stock dimension molded rear "glass" constructed of minimum .093' thickness Lexan is required. It must be held securely in place by a minimum of two (2) 1.0" wide external straps as well as bolts and/or rivets mounting the "glass" to the rear bodywork around the perimeter of the opening. Back "glass" must also be securely braced internally to prevent significant bowing or distortion under racing conditions.
- L. Side windows (driver and passenger side) must remain as produced in dimensions. Models with rear quarter or opera windows must have the stock opening covered with clear, securely mounted .093" thick Lexan. All window net installations must meet SCCA specifications.
- M. Cars must be neat in appearance at all events. All cars must have complete bodies, fenders, hoods, grills, and bumpers. Cockpit floors must be complete with no tunnels and/or air ducts allowed. No streamlining will be allowed, such as windshields, underpans, radiator grills or headlights. Taping of hood and/or body seams is not allowed.
- N. Headlight decals and taillight decals or the model's original taillights are required at all times. Two functioning brake lights in the approximate location of the stock taillights are required. If you are planning to run in the rain, two functioning taillights are also required.
- O. Late model bodies may use "vent windows" to stabilize the A-post at high speeds. The maximum dimension along the top of the door will be nine (9) inches, and the trailing edge must be ninety degrees from the top of the door to the A-post.

IV. Suspension/Shock Absorber Specifications

- A. Springs are open.
- B. The steering wheel must be mechanically coupled to the front wheels and activate only those wheels (no "steer by wire" or "four-wheel steering"). Power assist is allowed and may be driven off the differential.
- C. A collapsible steering column, either by layout design or column construction, is required.

- D. Front lower control arms must be made of steel. Upper control arms, strut arms and upper pivot shafts may be aluminum.
- E. Spindles must be steel and designed for racing applications.
- F. Independent front suspension with articulated upper and lower control arms is mandatory.
- G. Major steering components including steering arms, tie rods, idlers, etc., must be fabricated from approved ferrous or non-ferrous alloys. All heim joints must be of aircraft quality.
- H. Sway (anti-roll) bars must be made of steel. Heim joints are allowed to be attached to the lower control arm(s) and/or rear end. Driver adjustable sway bars are not allowed.
- I. The longitudinal linking system for the rear of the chassis may not exceed four locations and may not include a "torque tube" of any design. Spring-loaded and/or cushioned (torque absorbing) links are permitted.
- J. Either a panhard bar or Watts link may be used to locate the rear axle laterally.
- K. Independent rear suspensions are not allowed.
- L. As long as it has no remote reservoir, any single-adjustable shock absorber may be used with no weight penalty. If even one shock absorber is multi-adjustable or has a remote canister, a fifty (50) pound weight penalty is assessed.

V. Rear End Specifications

- A. Ford 9" or Quick Change units only. No "rear drive" or modified driven Quick Change rear ends are allowed.
- B. All axle tubes must be made of steel.
- C. The maximum rear camber per wheel is +/- 1.75 degrees.
- D. Electronic and/or electronic/hydraulic traction control devices are not allowed. Competitors found with any type of traction control device on the vehicle, whether operational or not, will be disqualified from the class for twelve (12) months.

VI. Transmission, Clutch, Flywheel, Bellhousing, and Driveshaft Specifications

- A. Transmissions must be of readily available stockcar-style technology with four forward gears and an operating, driver-engageable reverse gear. All forward gears must be at least 1.00 inches thick. No five-speed, semi-automatic or automatic transmissions are allowed. Manual "H-style" shift linkage is required. No sequential shift mechanisms are allowed. Ceramic bearings are not allowed.
- B. The clutch is limited to no more than three steel disks and floater plates with a minimum clutch diameter of 5.25 inches. No carbon parts or carbon clutches are allowed.
- C. Bellhousings must be Quarter Master, Tilton or OEM. Transmissions must bolt directly to the rear bellhousing surface (i.e. - the 10" spacers common in GT-1 are not allowed).
- D. The driveshaft must be one piece and made of metal.
- E. A minimum of two steel 360-degree driveshaft hoops shall be installed of sufficient strength to contain the driveshaft in case of u-joint or driveshaft failure. Said hoops shall be located within twelve (12) inches of the front of the shaft and as close as practical to the rear u-joint.

VII. Wheel and Tire Specifications

- A. Rims must be 15"x10" steel stock car rims of a one-piece construction specifically designed for racing. Wheel offset must be a minimum of 3.00 inches and a maximum of 7.00 inches (i.e. - zero-scrub front suspension is not allowed).
- B. Before the beginning of each season the Advisory Committee will contact the various tire vendors that service SEDIV SCCA events to ascertain what tire model(s) they plan to make available to class competitors during the coming season. Once specified, only those spec tires may be used during that season. All four tires on the car at any time must be the same model number.
- C. Soaking or chemical treating of the tires is prohibited.
- D. In the event the race is declared a rain race by the Chief Steward, any tire may be used that fits a GTA-legal rim.
- E. For 2009, the specified GTA-Southwest tires are the Goodyear 2572, the Goodyear 2602, and the Hoosier 3035. The Hoosier tires can be purchased at the track, but Goodyear business policy requires that their tires must be acquired from your local short-track vendor For more information on the tire choices contact the vendors:

Goodyear – Hoerr Racing Products, 866-851-RACE

Hoosier – Hoosier Tire Southwest, 877-281-RACE

VIII. Brake Specifications

- A. All vehicles must use dual master cylinder, 4-wheel disc brake systems.
- B. Driver adjustable brake bias is allowed.
- C. Brake rotors must be iron.
- D. Brake recirculators are allowed.
- E. Any two-piece ("split") brake caliper utilizing pads with a maximum brake friction surface of 4.75 x 2.50 inches may be used with no weight penalty. If even one caliper is of monoblock construction or utilizes pads larger than 4.75 x 2.50 inches, a fifty (50) pound weight penalty is assessed.
- F. Inline blowers may be used in the brake cooling ducts, but water cooling of the brakes is not allowed.
- G. Electronically controlled anti-lock braking systems are not allowed.
- H. Brake pad materials are open.

IX. Engine Specifications

There are multiple engine preparation packages that can be used, but any engine must comply with all the specifications of the selected package. i.e. – no "cherry picking" of items across multiple engine packages is allowed. All cars must comply with the general engine specifications found in Appendix A, then must fall into one of the following four categories:

- A. "Traditional" GTA carbureted engine as defined in Appendix B.
- B. "ASA Tour" LS-1 engine as defined in Appendix C, the "ZZ4 Fast Burn" engine as defined in Appendix E, or the "604 Circle Track" engine as defined in Appendix F. Cars using one of these engines receive a 50 pound reduction in their minimum weight.
- C. "Upgraded" LS-1 based engine as defined in Appendix D.
- D. "Restricted" carbureted engine as defined in Appendix Z.
- E. As new common engine packages become available they will be evaluated by the Advisory Committee(s) and may be added as optional engines under these rules.

Appendix A: General Engine Specification (apply to all engine packages).

1. With the exception of former ASA series cars running LS-1 based engines, the engine manufacturer must match the body manufacturer. i.e. – Chevrolets, Pontiacs and Oldsmobiles run Chevy engines, Fords run Ford engines, Dodges run Chrysler engines. Former ASA cars from the AC Delco era may continue to run LS-1 based engines regardless of the body manufacturer.
2. All engines will be normally aspirated, pushrod V-8s.
3. The centerline of the crankshaft shall be located within 1.00 inches of the centerline of the entire chassis (no more than 1.00” offset is permitted).
4. Engine setback will be measured from the center of the front most spark plug hole to the centerline of the top ball joints. For ASA/USAR cars the maximum setback is 2.00 inches. For Late Model cars the maximum setback is 4.00 inches.
5. A minimum of 10.0 inches, measured from the center of the crankshaft bolt to the ground, must be maintained at all times (with all tires inflated to a maximum of 25 psi).
6. Aftermarket engine blocks are allowed, but must be equal to or greater in weight and exterior dimensions compared to the original manufacturer of the make and model. No aftermarket aluminum blocks are allowed.
7. The crankshaft must be made of steel or iron. The stroke may be increased or decreased, but the minimum stroke length is 3.25 inches. The minimum (bare crank) allowable weight is 46 pounds. Lightweight, knife-edge, 180-degree, pendulum cut, scalloped, and/or undercut counterweight crankshafts are prohibited.
8. Connecting rods must be solid steel. No titanium, aluminum, stainless steel or composite rods are allowed. Rods may be tested by using a magnet.
9. Valve covers are open.
10. Alternators must be OEM type, belt driven, and are optional. One-wire alternators are permitted and may be driven off the engine or the differential.
11. Water pumps must be OEM type. Water pump impellers may be altered for improved cooling. No reverse cooling systems are allowed.
12. The accelerator pedal must be mechanically coupled to the fuel/air metering device (no “fly by wire” throttles).
13. Each car must utilize a verifiable device that limits maximum engine RPM. The unit cannot be in a location where it can be modified or adjusted by the driver while the car is in motion. It is incumbent on each team to demonstrate that their rev limiting device is (a) functional, (b) accurate, and (c) tamper-proof.
 - For the soft touch systems all chips of the same setting may be thrown in a box and distributed randomly. At any event a test chip (3000 RPM) may be used to verify all rev limiters are functional. After verification, distribution and installation, chips also may be tie-wrapped into place or otherwise marked by a Tech Inspector. Cars with chips that are dislodged during qualifying will start at the rear of the entire grid while chips dislodged during the race will result in disqualification.
 - To enforce rev limits on the LS-1 based engines (both standard and upgraded) ECUs may be randomly exchanged and/or swapped out with a standard ECU for the engine package being used. For the carbureted LS-1 engines, this would involve random assignment of the MSD 6010 timing modules.
14. Spark plugs are open.

15. The radiator must retain a stock appearance and must be located in front of the engine. The top of the radiator may be laid back a maximum of 3.00 inches from vertical.
16. Any commercially available stock car exhaust system that meets SCCA sound requirements (103 db) may be used. Exhaust systems may be ceramic coated and/or painted.

Appendix B: "Traditional" carbureted GTA engine specifications.

1. Must meet all requirements listed in Appendix A.
2. Engine displacement can be a maximum of 358 cubic inches.
3. Pistons must be any forged flat top version, however valve reliefs may be cut into the top surface. No portion of the piston may protrude from the block. Each piston must have two compression rings and one oil ring groove.
4. The minimum wall thickness of the piston wrist pin must be .125 inches and must be made of steel. Any type of wrist pin locking device may be used.
5. Chevrolet cylinder heads must be Dart II cast iron heads, part #10310010P, which replaced part #1112B and #1115B.
6. Ford cylinder heads must be Dart II cast iron heads, part #5302B or World Products' Roush head, part #053040.
7. Chrysler cylinder heads must be Mopar Performance part #P4529994.
8. Maximum intake valve diameter is 2.020 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed.
9. The minimum combustion chamber allowed is 62.0 cc and the internal cylinder head chamber dimensions must remain identical to the cylinder head's original chamber dimensions. Grinding for cc adjustments is allowable only in the cavity area. The cylinder head's original squish area must not be modified from the original dimensions at any point in the cylinder head. Porting and polishing is not allowed. No more than a three-angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250 inches from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the valve bowl area is permitted. No interior or exterior coatings are permitted.
10. Valve stem size must be a minimum of 11/32" and must remain as delivered from the manufacturer without modification. No pro-flow or any type of valve that steps down in diameter beyond the listed dimensions are allowed.
11. Externally measured compression ratio may not exceed 10.7:1. Engine compression ratio is designed to be 10.2:1, so a variance of 0.5 has been established in the maximum allowable externally measured compression ratio of 10.7:1.
12. Chevrolet intake manifold must be an Edelbrock Victor Jr., part #2975.
13. Ford intake manifold must be an Edelbrock Victor Jr., part #2980 or #2981.
14. Chrysler intake manifold must be an Edelbrock Victor W-2, part #2920.
15. No modifications to the intake manifold are allowed. No porting, polishing or filling of ports with any kind of material is allowed. No internal or external coatings or painting of any type is allowed. The maximum intake manifold port size is 1.900 inches high by 1.100 inches wide. The height from the top of the manifold mounting flange to the bottom of the port must be no less than 1.000 inches.
16. The carburetor must be a Holley 650 DBL pump, part #0-80541-1 and must be completely unmodified except for changing of jets. No porting, polishing or

- addition of epoxy, resin or any other material is permitted. A maximum 1.000 inch thick spacer may be used between the intake manifold and the carburetor.
17. Any roller or flat tappet camshaft with a maximum lift of 0.612 inches (measured at the valve with 0 lash) may be used. Engle camshaft part #RK-38 meets these specifications. The cam drive may use either a chain or belt system.
 18. Rocker arms may be any OEM, steel or roller bearing type. No split shaft, shaft mounted or trunk-lined rocker assemblies are permitted. The maximum rocker arm ratio is 1.600:1.
 19. The oil pan is open, but the oiling system may not exceed a three-stage system (two scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
 20. Air cleaners are required at all times. The air filter housing must be centered on the carburetor and all air entering the engine shall pass through the filter. The air filter element may not exceed 15.00 inches in diameter and the maximum element height is 4.00 inches.
 21. Ignition systems may be OEM or electronic. No magnetos are allowed. The distributor must mount in the stock location. No ignition components may be located on the driver's side of the chassis. The ignition(s) must have a soft touch rev limit chip set at 7000 rpm (no variable and/or adjustable ignition systems are allowed). The soft touch system must be enclosed and have no interruptions or breaks in the wires en route to the distributor. All ignition wires connecting to the rev limiter(s), the ignition box(es), and the coil(s) must be readily accessible for inspection. No other wires may intersect or connect to those wires operation the ignition system(s) save for the ignition switch(es). If more than one ignition box is used each will be limited by a separate 7000 RPM rev limiter.

Appendix C: "ASA Tour" LS-1 engine.

1. Must meet all requirements listed in Appendix A.
2. This is the LS-1 Corvette engine as used by the 2005 ASA series.
3. The 75mm throttle body must remain in place.
4. The stock stroke must be maintained. Cylinders may be honed as part of the normal freshening procedure, but the engine displacement can be a maximum of 350 cubic inches.
5. Maximum engine RPM as controlled by the ECU is 6500 rpm.
6. All ECU's must have either the ASA Tour or Schwanke-certified logos intact.
7. Cars using this engine may reduce their minimum weight by fifty (50) pounds.
8. The oil pan is open, but the oiling system may not exceed a three-stage system (two scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
9. All LS-1 engines, whether sealed or not, are subject to the same teardown policies as covered by the GCR.

Appendix D: "Upgraded" LS-1 engine.

ASA Tour LS-1 based engines may be modified as follows:

1. Must meet all requirements listed in Appendix A.
2. The stock stroke must be maintained. Cylinders may be honed as part of the normal freshening procedure, but the engine displacement can be a maximum of 355 cubic inches.
3. An ECU re-flash to raise the maximum RPM limit to 6800 is allowed.

4. All ECU's must have either the ASA Tour or Schwanke-certified logos intact.
5. Any 90mm throttle body may be installed. One example is GM part #12589181.
6. An **OEM** LS-2 intake manifold may be installed
7. New valve springs, Isky #165A or GM part #12586484, should be installed to handle the higher RPM limit.
8. New ARP rod bolts, part #134-6006, should be installed to handle to higher RPM limit.
9. Optionally, the fuel injection system may be completely replaced with a Holley 650 carburetor as specified in Appendix B, item 16. This conversion also requires GM intake manifold part #88958675 and an MSD 6010 timing module.
10. Competitors may upgrade their own ASA LS-1 engines, but **ONLY** the items listed in Appendix D, numbers 1 through 9 may be modified. **NO** other modifications are allowed.
11. For technical assistance on upgrading the LS-1 engine, contact:
 - FlowTech
 - 191 Airport Road
 - Arden NC
 - 828-775-8886 – talk to Lee Schwartz
12. ASA engine modification/re-certification work can also be performed by:
 - Schwanke Engines, LLC
 - 321 West Rock Street
 - Springfield MN 56087
 - 800-423-6571 – ask to speak to Tim
 - www.schwankeshortblocks.com
13. All LS-1 engines, whether sealed or not, are subject to the same teardown policies as covered by the GCR.

Appendix E: “ZZ-4 Fast Burn 385” engine.

This is a 23-degree aluminum head GM crate engine P/N 12499712 that must remain untouched except for the following specifications:

1. Must meet all requirements listed in Appendix A.
2. Must retain the stock 3.48” stroke.
3. Engine displacement can be a maximum of 355 cubic inches.
4. Maximum engine RPM is 6200 rpm.
5. Maximum compression ratio is 10.0:1.
6. Maximum intake valve diameter is 2.00”, maximum exhaust valve diameter is 1.55”.
7. The camshaft may be replaced with an aftermarket model meeting the following specs:
 - a. maximum valve lift: .525”, intake and exhaust
 - b. duration at .050” lift: intake - 218, exhaust - 228
 - c. any hydraulic lifter allowed
 - d. 1.6:1 roller rockers are allowed
8. The carburetor must be a Holley 650 DBL pump, part #0-80541-1 and must be completely unmodified except for changing of jets. No porting, polishing or addition of epoxy, resin or any other material is permitted. A maximum 1.000 inch thick spacer may be used between the intake manifold and the carburetor.
9. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.

10. Cars using this engine may reduce their minimum weight by fifty (50) pounds.

Appendix F: "604 Circle Track" engine.

This is a readily available circle track crate engine that is based off the ZZ-4 Fast Burn 385 P/N 24502609. It is HIGHLY recommended that the oiling system be modified to enable the package to survive in a road racing environment. The engine must remain untouched except for the following specifications:

1. Must meet all requirements listed in Appendix A.
2. Must retain the stock 3.48" stroke.
3. Engine displacement can be a maximum of 355 cubic inches.
4. Maximum engine RPM is 6500 rpm.
5. Maximum compression ratio is 9.6:1.
6. Maximum intake valve diameter is 2.00", maximum exhaust valve diameter is 1.55".
7. The camshaft may be replaced with an aftermarket model meeting the following specs:
 - a. maximum valve lift: .474" intake, .510 exhaust
 - b. duration at .050" lift: intake - 208, exhaust - 221
 - c. any hydraulic lifter allowed
 - d. 1.5:1 roller rockers are allowed
8. The carburetor must be a Holley 650 DBL pump, part #0-80541-1 and must be completely unmodified except for changing of jets. No porting, polishing or addition of epoxy, resin or any other material is permitted. A maximum 1.000 inch thick spacer may be used between the intake manifold and the carburetor.
9. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
10. Cars using this engine may reduce their minimum weight by fifty (50) pounds.

Appendix Z: "Restricted" carbureted engine.

If your engine does not fall into one of the categories listed above it may still be used as long as it meets the following specifications:

1. Must meet all requirements listed in Appendix A.
2. Engine displacement can be a maximum of 362 cubic inches.
3. Maximum intake valve diameter is 2.050 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed.
4. The maximum engine compression ratio is 9.5:1.
5. Any Holley carburetor may be used, subject to the following restrictions:
 - a. a Holley 650 DBL pump, part #0-80541-1, as defined in Appendix B
 - b. Restricted engines using any other carburetor MUST install a 1.250" maximum restrictor plate that otherwise meets the specifications defined in E.1.a.4 of the current SCCA GT Category Specifications (page 263 in the 2008 GCR).
6. Any roller or flat tappet camshaft with a maximum lift of 0.550 inches (measured at the valve with 0 lash) may be used.
7. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
8. Ignition systems may be OEM or electronic. No magnetos are allowed. The distributor must mount in the stock location. No ignition components may be

located on the driver's side of the chassis. The ignition(s) must have a soft touch rev limit chip set at a maximum of 7000 rpm (no variable and/or adjustable ignition systems are allowed). The soft touch system must be enclosed and have no interruptions or breaks in the wires en route to the distributor. All ignition wires connecting to the rev limiter(s), the ignition box(es), and the coil(s) must be readily accessible for inspection. No other wires may intersect or connect to those wires operation the ignition system(s) save for the ignition switch(es). If more than one ignition box is used each will be limited by a separate 7000 RPM rev limiter.

2008 GTA Minimum Weight Worksheet

Owner:

	Adjustment	ASA Chassis	Late Model Chassis
Base Weight (with driver): . ASA chassis: - max track = 62.0" - minimum roof height = 49.0" . Late Model chassis: - max track = 65.0" - minimum roof height = 46.5"	+100	2830	2930
Sealed 435 hp ASA Tour LS-1 engine	-50		
Remote Canister - OR - Double-Adjustable shocks	+50		
Brake pads bigger than 4.25" x 2.50" - OR - Monoblock caliper design	+50		
Engine setback . GM: > 0.0" and < 2.0" . Ford or Dodge: > 1.0" and < 4.0"	+50		
Total minimum weight (with driver)	→		

Drivers	Name:	_____		
All measurements are with driver in car and max of 25 psi in tires:				
. Maximum track				
	ASA	62.0"	_____	
	Late Model	65.0"	_____	
. Minimum roof height (10" behind the top of the windshield)				
	ASA	49.0"	_____	
	Late Model	46.5"	_____	
. Maximum width				
	ASA	75.0"	_____	
	Late Model	80.0"	_____	
. Minimum chassis ground clearance				
		4.0"	_____	
. Minimum front air dam clearance				
		3.0"	_____	
. Rear spoiler dimensions:				
	Max height	5.0"	_____	
	Max width	59.0"	_____	
	Max inclination	75 degrees	_____	
	Min inclination	50 degrees	_____	
	Cannot extend beyond rear bumper			_____
Visual inspection items:				
	. Hoosier 3035 or Goodyear 2602 tires			_____
	. "Open Engine" certification sheet (if applicable)			_____
	. No "vent windows" in the side window openings			_____
	. Minimum weight calculation sheet completed			_____
	. Minimum weight decals applied			_____

18. 2010 Autobahn Kart Racing

Day	Event	Time/Special
Sun 5/2	Race 1	
Sun 5/30	Race 2	
Sun 6/6	Race 3	
Sun 6/6	Race 1 Teen Rimo Series	
Sun 6/20	Race 4	
Sun 6/20	Race 2 Teen Rimo Series	
Sun 6/27	Race 5	Festival of Speed
Sun 6/27	Race 3 Teen Rimo Series	Festival of Speed
Sun 7/11	Race 6	
Sun 7/11	Race 4 Teen Rimo Series	
Sun 7/25	Race 7	
Sun 7/25	Race 5 Teen Rimo Series	
Sun 8/8	Race 8	
Sun 8/8	Race 6 Teen Rimo Series	
Sun 8/29	Race 9	
Sun 9/19	Race 10 Season Finale	Championship Race

Classes*	Age
Kid Kart	5-7
Yamaha Junior Sportsman	8-12
Yamaha Junior Super-can	12-15
TaG/Rotax DD2	15+
Teen Rimo Class**	13-17

* Class Weights With Driver/Tire rules

Kid Kart	150/ with open tires
Yamaha Jr. Sportsman	250/ with MG Red
Yamaha Jr. Can	335/ with MG Yellows
<i>Tag per engine</i>	
Leopard	380/ with MG Yellows
Rotax	360/ with MG Yellows
Fireball	360/ with MG Yellows
DD2	385/ with Mojo D3 Tires
**	

Teen Class drivers will weigh driver and kart will be weighted accordingly with the lightest driver receiving the most weight.

All races will run in the afternoon with alternating class schedules and a drivers meeting starting at 1PM each race day, followed by Qualifying, and Races.

Each driver racing in all classes will need to apply for an Autobahn Kart Racing license. Previous experience will be considered but in instances where no racing experience is available the driver will need to pass an Intro to Racing course with the race director.

All Kart Race Series questions should be directed to
ColeBosanoz@DriveFastBeSafe.com