



October 30, 2010

6 Hour Enduro Rules and Regulations

The following rules are specific to the 6 Hour Enduro Race scheduled for Oct. 30, 2010 and shall supersede the rules contained in the 2010 Autobahn Member Racing Series rulebook. All other rules contained in the AMRS rulebook, except those specifically addressed here, shall apply. These rules may be modified at any time prior to the event, notification of changes will be sent via email or be discussed at the drivers meeting.

Schedule of Events

8:00	Pit Lane open for space assignments and set up
8:30-9:20	Open practice for all participating cars and drivers (no passing restrictions)
9:25-9:40	Qualifying for Groups 1&2
9:45-10:00	Qualifying for Groups 3&4
10:15	Drivers Meeting (at least one driver from each team must be present)
10:30	Grid opens on pit lane
10:50	National Anthem, all engines off
10:55	Engines start, grid closed, pace car leads field on 2 pace laps
11:00	Race start
5:00	Race finish, time certain regardless of actual start time
6:00	Year end awards party in Clubhouse

Where

All practice and race sessions will take place on the south track only. North track will remain open for normal member lapping sessions.

Eligible Drivers

All Autobahn members who have an Autobahn competition license are eligible as well as guest drivers with a valid competition license from a recognized racing organization. These include SCCA, Midwestern Council, NASA, Grand Am, PCA, VSCDA and HSR. Guest drivers must be able to show proof of license prior to the event. Competition Licenses from other organizations must be approved before entry will be accepted.

Entry

The entry fee will be \$200 per team. This cost will be split equally among the drivers. Unless other arrangements have been made in writing, members will have their portion added to their account, a guest driver portion will be charged to the host member. Normal guest driver fees will not apply if the driver is only participating in the race and will not be part of the member lapping on the north circuit.

Entries must be submitted by Oct. 29 at 5:00 pm, however it is highly recommended that guest driver information be submitted well before the deadline to assure eligibility. If insufficient time is not allowed to approve guest drivers they may be denied participation in the event.

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

Eligible Cars

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.

Classes

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

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

Note: All Spec. Miata rules will remain the same including tires and fuel capacity. Miatas with modifications beyond the Spec. rules may be entered in Group 3.

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

Car Numbers

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

Pit Spaces

Pit spaces will be chosen by the teams in order of entry at 8:00am the morning of the race. Accommodations will be made for pit crews that may need to assist multiple teams. In this case, the crew shall pick all the needed space according to the first team entry it is servicing. Permanent markings shall not be allowed in pit spaces, please remove all temporary markings at the conclusion of the race. Teams that are not present at assignment time will be passed over, those teams will then be assigned space on a first come-first serve basis. Certain pit spaces will be reserved for official use. Each pit space must have a fully charged 5 lb. or larger ABC rated fire extinguisher. Pit spaces may be shared by more than one team but only one car will be allowed to occupy a single pit space at any time. There will be no sharing of required pit equipment; each car on pit lane must have its own required safety equipment dedicated solely for that car during the entirety of the pit stop.

Pit Stops

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

Pit Speed Limit

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

Pit Lane Safety

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

Paddock Safety

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

Refueling

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

All refuelers must wear the same safety equipment required for the driver (except a head and neck restraint system), this includes suit, helmet, gloves and shoes. Please check Members Racing Rulebook for specifics. All refuelers using an open face helmet must wear a balaclava whether they have facial hair or not. Any over-the-wall crew member that comes in contact with any refueling device will be considered another refueler and must have the proper attire. One crew member must be holding a fire extinguisher (min. 5 lb.) during the complete refueling process. This

crew member should be standing 6 feet away from the refueler so as not to be involved in a flash fire and must be ready to put out a possible fire.

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

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

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

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

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

All refueling must take place on pit lane.

Work during Pit Stops

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

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

Full Course Yellows

The pits will be closed during full course yellows. A red board with a large "P" will be displayed at turn 13 indicating the pits are closed. If a driver enters pit lane while the pits are closed, the driver has three options.

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

is lifted the car must stop in the teams pit space and remain there until the full course yellow condition is lifted.

Red Flags

If a red flag condition exists on the course, all work in the pits, including refueling must be stopped. Cars may enter the paddock during a red flag situation but work may not begin on the car until the course condition changes. Cars that are already in the paddock when a red flag condition begins may continue to work the car but may not return to pit lane until the course is changed.

Repairs on Course

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

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.